NEW TOWNS FOR OLD

By JOHN NOLEN

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Planning and Replanning Small Towns

NEW TOWNS FOR OLD: Achievements in Civic Improvement in Some American Towns and Neighborhoods—By John Nolen. Introduction by Albert Shaw. Boston, Mass.: Marshall Jones Co. Cloth; 6 x 8 in.; pp. 177; 79 halftone plates (not included in page numbering), 36 line drawings in text. $3.

Out of the abundance of his city planning experience, Mr. Nolen has written an interesting and suggestive little book on the improvement of existing small towns and the creation of new ones, the latter either as suburbs of large cities or as entirely new industrial or resort communities. The opening pages present briefly the movement toward smaller population centers. Among specific recent examples are the reshaping of Walpole, Mass., into an industrial town, the creation of the new industrial town of Kingsport, Tenn., and the building of Mariemont, Ohio, as an overflow and escape for dwellers in Cincinnati. The volume abounds with illustrations, of which the halftones are excellent but many of the town plans are of little use because not redrawn and relettered for reproduction—a need that many writers and publishers of books and periodicals on town planning sadly ignore. Appendices list numerous reports on the planning or replanning of towns and small cities and also books on town and city planning. The volume is a worthy addition to Mr. Nolen's long list of planning books and reports.

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BY JOHN NOLEN

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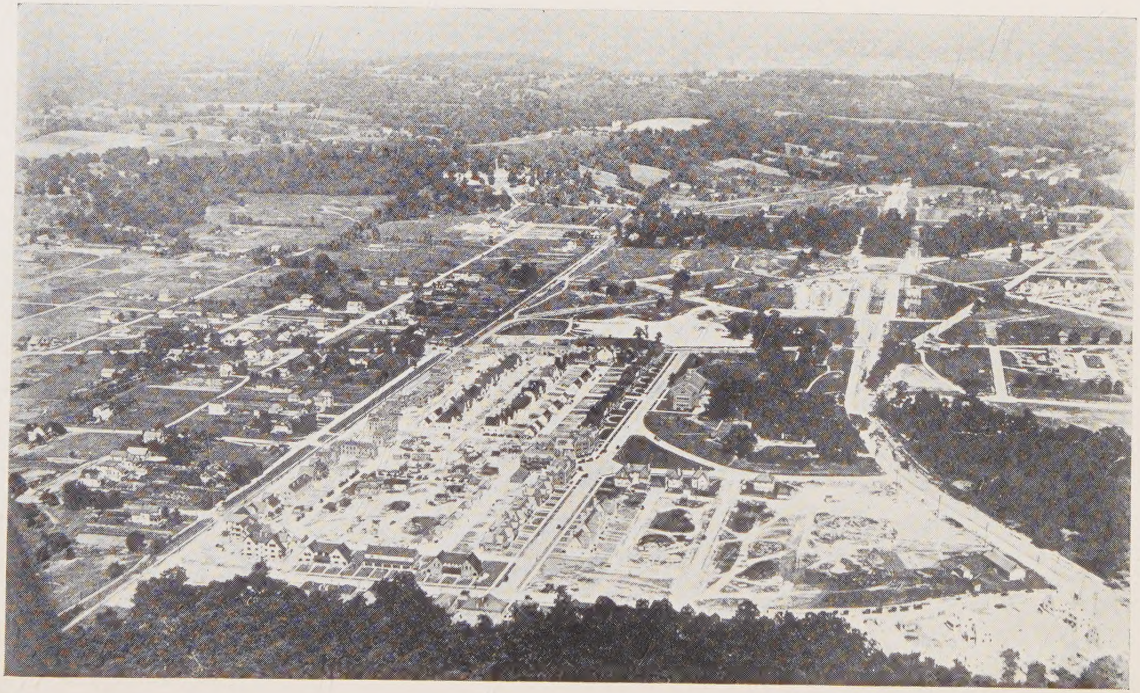

MARIEMONT, OHIO

Airplane view of new town and surrounding country

NEW TOWNS FOR OLD

ACHIEVEMENTS IN CIVIC IMPROVEMENT
IN SOME AMERICAN SMALL TOWNS
AND NEIGHBORHOODS

By JOHN NOLEN

INTRODUCTION
By ALBERT SHAW

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PREFACE

The primary purpose of this book is to describe a few representative examples of civic improvement actually carried out. It is not a treatise or outline or summary of town planning. The scope of the volume is intentionally limited. It deals with a few selected places only, and with them mainly for the purpose of showing results accomplished and the method employed. While not in any sense a textbook, it furnishes what textbooks so often lack, namely, concrete illustrations of fundamental principles.

Town planning is an indispensable art. Its value, however, depends upon the success with which it can be applied. City-planning commissions and the general public are often impatient for results, but in a subject as difficult and complex as town planning, results come slowly. Changes in existing towns cannot be made in a day, and new towns are usually of slow growth. The story of achievement here set forth in word and plan and picture is based upon a record of about a decade, and makes one optimistic for the future.

The book has also two secondary purposes. One is to draw attention to the economic and social

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advantages of towns or relatively small cities (especially if well connected as satellites of greater population centers), and to the ease with which they can be improved. Cohasset and Walpole are fair examples. The other purpose is to plead for more new towns, skillfully planned in favorable locations better to meet modern requirements and higher standards. It is believed that the account of the places here selected for description is convincing, especially the records and photographic illustrations of Myers Park, Kingsport and Mariemont.

Successful town planning cannot be the work of a narrow specialist, or of a single profession. The call is for versatility, special knowledge and coöperation. For town planning is engineering plus something; architecture plus something; or landscape architecture plus something; and that plus is as indispensable as the direct professional equipment in the more usual and better-recognized fields. So it has been with the execution of these projects. The town planner would have little to present if he had failed to secure in each place the help and coöperation of architects, landscape architects and engineers. Special mention should be made of the architectural work of Mr. Clinton Mackenzie and the landscape gardening work of Miss Lola Anderson at Kingsport, and the work of Messrs. Walker and Gillette as architects at Venice; and of the large and distinguished group of architects at Mariemont, working under the leadership of Mr. Charles J.

Livingood with Mr. George L. Mirick as general manager.

Grateful acknowledgments are likewise due to numerous individuals in Walpole, Kingsport, Kistler, Cohasset, Union Park Gardens, Myers Park, Mariemont and Venice, for coöperation in gathering information and photographs to show the actual results of plans and recommendations; to Messrs. Wurts Brothers, New York, for permission to use their unusual photographs of Kingsport; to Mr. Sylvester Baxter of Boston, for suggestions and help in preparing the manuscript, especially the chapters dealing with the early history of towns and villages in New England, and the contrast of random growth with stereotyped planning; to the professional associates in my office for invaluable aid; to Dr. Albert Shaw for repeated encouragement and his able introduction to the book; and to the national and local leaders of the American Civic Association and the National Conference on City Planning, without whose pioneering efforts much of the civic improvement here described would not have been possible.

John Nolen.

Cambridge, Massachusetts,
January, 1927.

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INTRODUCTION

I

For many years I have studied the character and results of pioneering times in America, and the newer movements for the more permanent adjustment of community life. The settlements of the seventeenth century in New England and along the Atlantic seaboard east of the Alleghanies have left their indelible impress upon town and country. The movements of the eighteenth century previous to the Revolutionary War greatly extended the inhabited areas, pushing the frontiers westward and rapidly multiplying the numbers of an American-born population. Characteristics had begun to show themselves that signified a new race, keeping indeed some European habits and customs, but having no longer a European consciousness. The communities, whether villages and towns or more open farm country, and whether in the North or the South, were not transplanted, but indigenous. After the Revolution came the great sweep that had carried the Americans all the way to California by the middle of the nineteenth century. The remaining fifty years of the century may be said to have been occupied with the pioneering of the great region that lay between the Mississippi River

and the Pacific Coast. Everywhere, these American beginnings were those of a people destined to evolve a stable and lasting life, in well-coördinated communities.

The methods of pioneering, as everybody now well understands, have been wasteful to an extent that is serious, though not beyond redemption. Forests could have been fully utilized, without impairing the natural processes of reforestation. Lands could have been farmed to advantage, without the ruinous consequences of soil exhaustion and erosion that followed the farm practices of the tobacco planters of Virginia. Devastation that had rendered their old homes no longer tenable had sent scores of thousands of pioneers from the seaboard states across the mountains to Kentucky and Ohio. This had happened while Washington and Jefferson were still alive; and in their last years they were bitterly deploring the wastefulness and lack of forethought that were resulting in the wholesale abandonment of Eastern farms and the breaking down of the established life of neighborhoods.

By the middle of the nineteenth century some of the same symptoms began to disclose themselves in Ohio and Kentucky. The waste of the forests resulted in freshets and floods that ruined many fertile valley farms along the tributaries of the Ohio and the other affluents of the Mississippi.

Not only were economic and social conditions in the original states affected by the shortsighted-

ness of their own private exploiters, and the lack of public regulation, but the East also became the victim of an unsettling competition produced by successive Western booms. The craze for land speculation had almost as much to do with the Western pioneer movements as the genuine aspiration for the planting of new homes and the making of new communities in the Mississippi Valley and the states beyond.

The single-cropping for Europe of tobacco and other products that had so injured Virginia and the South began to be paralleled by the overproduction of wheat and corn in the new West; and not only was this undue cultivation of single crops harmful to the Western regions, but it reacted painfully upon the beginnings of a stabilized and permanent agriculture in Pennsylvania, New York and New England. Cheap foodstuffs from the West, flooding the Eastern states, resulted in a corresponding exodus of hundreds of thousands of the best and most vigorous people from the older to the newer parts of the country.

It requires very little study of these forces to see clearly that a profound disturbance of equilibrium, due to the geographical sweep of the westward movement, had resulted in a terrible depression that affected in particular the rural communities of the East. People were driven from villages and adjacent farms; and if they did not go west, they went to the manufacturing centers and the commercial

cities of the East. The speculative agricultural West was too young to have developed manufactures to any great extent; while the Eastern states, which had adopted the factory system through sheer necessity, under the stimulus of Jefferson's Embargo Act during the War of 1812, expanded and intensified their industrial undertakings. They saw their opportunity to supply the growing West and the agricultural South with textiles, iron and steel products — everything, in short, from clothes-pins and clocks to locomotives. They gradually increased their protective tariffs from moderate rates to very high ones, and from a few listed articles to schedules enumerating hundreds of articles and products.

With the beginning of the twentieth century the great conservation movement made its appearance. The future historian of our civilization will perceive that we were pioneering for nearly three centuries, and that we then began to grasp the notion that our country, East as well as West, had permanent values that were to be cherished and sustained, and that wasteful exploitation was no longer to be permitted. I have no peculiar passion for dividing time into periods in order to simplify the discussion of problems. What I call the pioneering process embraces points of view as well as methods; and these will be found here and there working their heedless way far into the new century. Nevertheless, for purposes of understanding what has hap-

pened in the past, and what wise people are trying to do in the present, it is well enough to note these transitions in terms of centuries.

The present fact is that migration no longer sweeps westward. More farmers have been coming from beyond the Alleghanies to Virginia, New York, Pennsylvania, and even to New England in the last few years, than have been going out from these Eastern states to take up agriculture beyond the Mississippi. The more notable recent drift has been on diagonal lines. Taking Iowa as a starting-point, there has been an immense sweep into Northwest Canada and an almost equally impressive migration to Southern California. The difference, of course, is that the younger men have gone to Saskatchewan to raise wheat and speculate in rich new lands, while the older generation, selling high-priced farms in Iowa, have gone to California to seek mild climate and repose in the gardens and orchards of the Pacific Coast. By the scores of thousands, also, farm families have gone from the Middle West to Texas, Louisiana, Alabama and Mississippi. Above all, they have been joining in the eager rush to Florida, learning how to make homes under conditions no longer wasteful but at once permanent, scientific and æsthetic, in that reborn commonwealth of winter sunshine and outdoor pursuits.

II

But how much has all this recital of shifts and changes to do with a little volume that has been written by John Nolen and that bears the title, "New Towns for Old"? I answer at once that I am acquainted with no man in the United States who better understands the bearings of these epochal movements than does the eminent landscape architect and town planner who has brought patient study, and great knowledge in broad fields, not less than professional skill and constructive genius, to the service of what is nothing less than a permanent reshaping of the externals of American life.

There are out-of-door things that cannot be done successfully at certain seasons of the year. There are also things pertaining to epochs which have to recognize the spirit of the times. When all of our winds were blowing westward, when the emigrant trains were carrying myriads towards the sunset over a dozen parallel lines of new railroad, following the trails of the covered wagons of earlier decades, the American people obviously were in no mood for reshaping their Eastern villages. They were rushing to the cities, or else they were following relatives and neighbors to the new regions. Now, times have altered, and the best hopes for most people are in the opportunities near at hand.

Sometimes the prosperous Westerners came back — at intervals ever less frequent — to visit

the scenes of their own childhood, or the homes of their parents east of the Alleghanies. They had an affection for the old neighborhoods; but they were rather apologetic because their families perchance had come from hill farms or rural villages, rather than from Boston or New York. Fifty years, or even twenty-five, have wrought a transformation, both in scenes and in sentiments.

Mr. Nolen's present volume is not pretentious, but it is highly significant. It describes the making of certain new communities on modern lines for convenience, permanence and beauty, in view of all the changed conditions that have been produced by good roads, the automobile, the telephone, the graded school, and a hundred other transforming circumstances. But besides the description and analysis of new communities, Mr. Nolen shows a delightful sympathy with the awakened interest in restoring and improving the old villages and towns. No longer do intelligent people apologize for the little neighborhoods where their American ancestors lived. They have come to realize that the best future of the United States lies not in the great industrial and metropolitan centers, nor in the volume of surplus crops of wheat and corn and cotton produced in the West and South, nor yet in the sheer number of automobiles manufactured, or the magnitude of annual output of iron and steel.

It is not that intelligent people decry the mass production of useful commodities. But what they

are most interested in is the distribution of these commodities in such a way that people may live happily where they naturally belong, and may with confidence feel that individual, family, and social well-being in the future is to be widely diffused. Not only is it to be so distributed that, in the sense of wealth and culture, social classes are virtually to disappear; but also, through the electrical transmission of power and through all of the more modern facilities, life may be lived, not with disadvantage but even with some positive superiorities, in the smaller places.

Thus it is possible to have a theory of Uncle Sam's farm as being properly laid out, with restored forests on the mountain slopes and upland regions that protect the sources of rivers. In like manner, the conception brings us a map of the country that shows the benefits that may follow wise national and state policies, and that may be extended to the closer pattern of counties, townships, small cities, villages, and strictly rural or farm neighborhoods.

Mr. Nolen has for years seen with undimmed eyes this vision of a restored, harmonized, and beautified country. Happily there are many people also who can share in the vision; but there are not many men or women who are so capable as Mr. Nolen of turning from the pictures that his imagination conjures up, to the very difficult but essential task of working out the picture in the concrete — " on the ground," so to speak. Our author has been, and

continues to be, a great demonstrator. It has been Mr. Nolen's mission to help cities and towns in adapting their facilities to the new opportunities of life. He has learned to diagnose a given community as regards those things which enable its people to live well and pleasantly while earning a livelihood. Having joined in making the requisite survey, he has through much experience and careful study been able to show the local town-planning committee what it is feasible to do at once, and what comprehensive plans ought to be adopted looking to future growth and change. This means parks and playgrounds, the suitable placing of public buildings, protective zoning so that factories and residential districts may be suitably adjusted to their environment, and appointments of all kinds for the education, recreation, and health of the inhabitants.

III

There was a time — and it is not yet ended — when municipal arrangements in our larger cities were so much more advanced and progressive than the corresponding facilities in the smaller places that urban growth was in no small measure due to a centrifugal attraction that deserved no censure. People crowded within municipal bounds for the sake of educational opportunities and other similar advantages. Together with this growth of population was the concentration of wealth, so that a

million people living in a large city could levy taxes to maintain a uniform school system, for example, equally available for rich and poor. Clearly, this was far superior to the schools that a second million people, scattered in small neighborhoods, could possibly afford to provide. The remedy for such a condition obviously lies in a state policy that should pool revenues for school support, and then distribute them in such a way as to provide for rural schools as efficiently and suitably as for urban.

Gradually these ideas are taking firm hold. In the South, as in California, they are fully perceived. They are making their way in Pennsylvania, New York, and New England. The larger cities have become congested, and good roads and the automobile are helping in the new movement for decentralization. The prevalence of short hours of labor and of high wages is bringing industrial classes into harmony with the spirit of country life. It is no longer a reproach to know an elm from an oak, or a hemlock from a white pine. Schools may now be as advantageous in the smaller places as in the great centers. Bucolic lore is disseminated, and gladly received. The denominational competition that had almost destroyed church life in villages has passed through its worst phases, and the church sees its new mission more sanely and hopefully. The dramatic stage in large cities is now chiefly given over to the very same motion pictures that are seen to equal advantage in small villages. The radio brings

music into the country home, where it can be heard often to better advantage than in the auditorium where the chorus sings, or the hotel dining-room of the city where the orchestra plays.

Mr. Nolen's little volume is inspiring in its enthusiasm for things that may be done. Our author is indeed visionary, but in the true sense of that word. He demonstrates, in the pages that follow, how visions and dreams can be realized. A movement is spreading through the fine villages and old "towns" of New England, the nature of which is charmingly set forth in Mr. Nolen's account of the revivifying of Walpole, Massachusetts.

Some years or decades ago it became fashionable for wealthy men living in large cities, notably in Boston, New York, Chicago and St. Louis, but often in places still farther west, to revisit the village of their ancestors, and to build a memorial library as a tribute to the past and also in token of a pardonable family pride. These benefactors as a rule had not much faith in the continuing life of what they regarded as down-at-the-heel communities. They found traditions broken in continuity, and frequently they encountered new populations speaking various European dialects.

But this is now changing. Men and women of knowledge and culture are using the libraries, and there is growing in hundreds of these neighborhoods a sentiment that is no longer apologetic or Philistine. This new feeling can be summed up in

the statement that people are now saying to one another that after all there is no better place in which to live and to bring up families than in the "old home town."

When people arrive at that conviction, they are quickly responsive to the leadership of an energetic group that forms a town-planning committee, and that proposes to save what is historic and beautiful, and to insure the future by such public and private building arrangements, and such landscape effects, as are appropriate.

It begins to be seen that the beauty and charm of a town and a neighborhood not only make for local pride and satisfaction, but also are valuable in the economic sense. New England in particular has a vast resource of wealth in its summer climate and its opportunities for automobile touring and recreation; and to invest thought, money and professional experience in correcting and perfecting the landscape and the local entourage is profitable in material returns.

IV

A particularly impressive chapter in Mr. Nolen's present volume tells us of the new community plan upon which the admirable Tennessee manufacturing town of Kingsport has been projected. Here we have a group of industries utilizing the raw material and resources of the vicinity, coöperating with one another for business success,

and at the same time uniting to create a model city with a maximum of convenience, beauty and happiness on every acre.

For these purposes of rejuvenation, Ohio is also one of the older states, and the description of Mariemont, a projected industrial village adjacent to Cincinnati, is suggestive of the new things that are to be tried increasingly throughout the country. A grandfather and a great-grandfather of mine lived just there, on the Little Miami River, east of the Ohio-valley metropolis; and it is pleasant to read of the newer phases of life in that vicinity.

Mr. Nolen was one of the experts most authoritative in making plans for housing workers engaged in shipyards and munition mills during the emergency period of the World War. Some model villages were created as examples. Undoubtedly that impulse has had much to do with the emancipation of the minds of many men who control great industries. They desire so to provide homes for their workers as to impart a sense of permanence and contentment. This motive has become widespread under the new conditions, and it is producing brilliant results in numerous instances. Thus we have entered upon a hopeful stage in the business of rehousing the people of the United States, in ways to bring associated families up to a higher level of refinement, of neighborhood responsibility, and of good citizenship.

We still have millions of people who eke out

an existence in decaying log-houses, for the survival of which — as human abodes — there is no longer any excuse, or in frame shanties unfit for the decencies of American life. In England, in spite of the industrial and financial difficulties that have prevailed since the War, there are large projects, that are advancing in deadly earnest, for the better housing of all workers. There is no suspicion of iconoclasm, nor any thought of the destruction of things worth preserving for their historic associations, or their antiquarian interest. But these rehousing plans and enterprises do show how firm is the faith of the English people in their own future, and how devoted is their affection for every square mile of their storied land.

We are entitled to have the same feeling about our localities in the United States. Fortunately, also, the new prospects of an economic character justify what we may call a communal investment in the things that belong to the functioning of the neighborhood—parks, schools, roads, libraries, and so on, while also lifting all doubts regarding private investment in the maintenance of homes, removing anxiety as to reasonable opportunities for gaining a livelihood without abandonment of familiar haunts and neighborhoods.

People are learning to value more wisely the things that cannot be appraised in terms of money. In many a small neighborhood a relatively small income can be made to suffice for protection against

poverty in old age, while associating itself from day to day with the kind of contentment and felicity that a much larger income could not procure for the same family as strangers in some overcrowded city.

The present volume is by no means the first permanent record Mr. Nolen has given us of his achievements as a town planner. For twenty years he has been editing classics in landscape architecture, and producing on his own account successive volumes on town and city planning that are themselves to remain as classics, while they are setting up milestones along the course of our community rebuilding. He has studied housing and town-planning movements in various parts of Europe, where he is widely recognized as a foremost authority. A large number of places in various states might well paraphrase the familiar epitaph of Sir Christopher Wren; for the visitor has only to look about him to find enduring monuments to the memory and to the artistic achievements of John Nolen.

Albert Shaw.

New York,
January, 1927.

NEW TOWNS FOR OLD

NEW TOWNS FOR OLD

I

PLANNING THE SMALL COMMUNITY

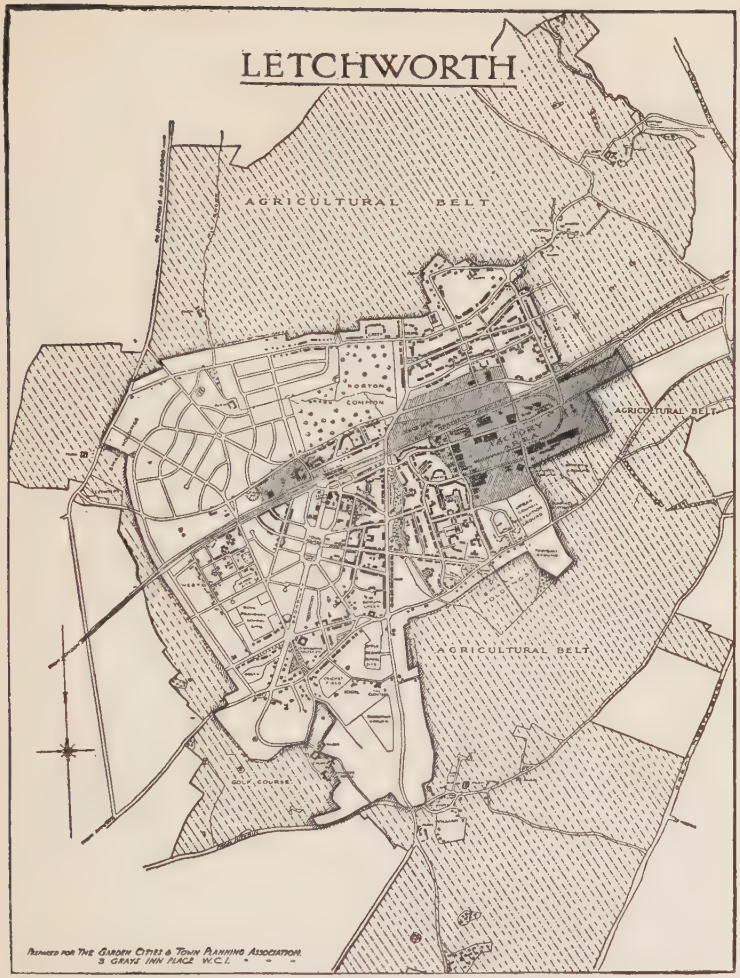
Industrial and Social Tendencies towards Lesser Population Centers

The steadily increasing attention shown to every influence affecting the improvement of civic life is a notable attitude of American interest, both public and personal. Newspapers devote entire pages to outlining a new plan for the city, commissions study transportation problems, the harbors and the highways, committees consider further development of recreational means, of better homes, of public health. A far-reaching interest in community living forces itself to the front, due partly to the vastly greater complexity of modern life, partly to the evils resulting from the lack of skill and experience in planning and constructing American communities, but especially to the new civic spirit. Throughout the United States, civic, commercial, neighborhood and other organizations, motivated by the feeling that what is everybody's business *is* everybody's business, have undertaken to cope vigorously with the problem of making the

most of the opportunities available in the life of the community.

This widespread civic awakening is no vague movement, with vague and indefinite aims. It seeks to provide convenience in streets and buildings, to meet the requirements of public health, to recognize the true function and place of art, to regard obligations to future generations, to supply the imperative needs of children, to satisfy the love of nature and the desire for outdoor life. The form of this civic awakening that is most significant and promising is the recognition of the need of comprehensive planning and replanning, especially of the smaller cities.

It now looks as if the industrial future would lie with the city or town of moderate size — of about fifty thousand inhabitants, or perhaps thirty thousand as an average — rather than with the huge, million-peopled aggregations that modernity has produced. A few gigantic cities have doubtless been necessary. It is quite possible that other and more flexible conditions of organization and transportation will change the present tendency towards concentration. The garden city and garden suburb movements in Great Britain have been significant indications, as was also the remarkable attention paid to the planning of minor industrial centers in Germany before the World War — doubtless already resumed as an element of the new day of a German democracy.



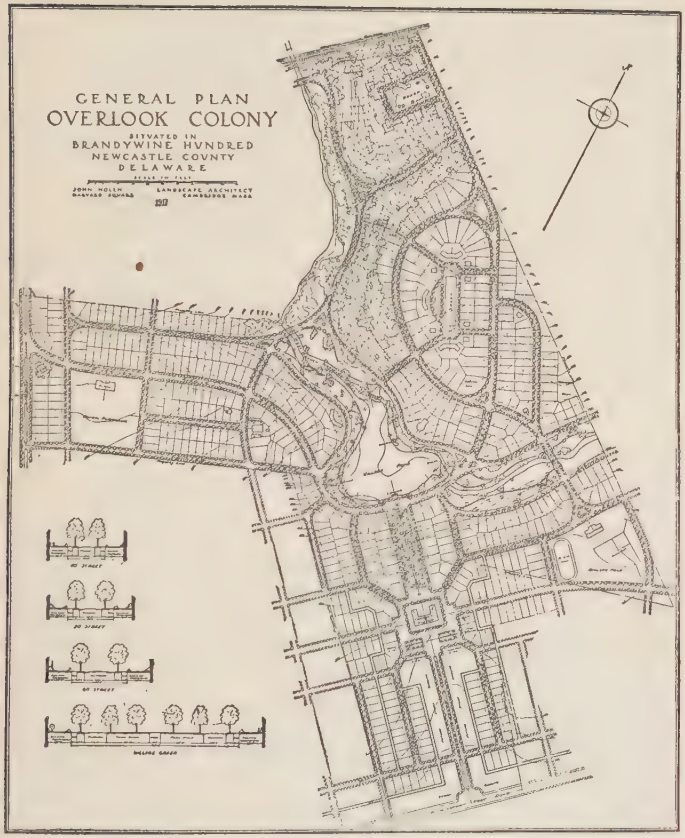
From "Town Theory and Practice," published by Benn Brothers, Ltd.

LETCHWORTH

Map of Letchworth, England, first garden city. The original town plan (1904) was prepared by Messrs. Parker and Unwin, Architects

American emphasis, also, seems to be placed more and more on the desirability of smaller cities. A most significant testimony to this tendency is the recent manifestation of Mr. Henry Ford's business sagacity, in his declared intention to diffuse his activities throughout the country by encouraging the development of minor industrial communities at favorable points, locating branch establishments there and promoting their attractions as dwelling-places for workers, and by financing municipal and other improvements necessary to make them suitable centers of production.

Another indication that in recent years has been pointing more and more in like directions is the policy of various great manufacturing enterprises — such as the General Electric Co., the Westinghouse Electric, and the General Chemical Co., for instance — to locate plants in minor centers of population all over the country. This is being done for various reasons: better social conditions, insuring a higher class of workers — more prosperous, intelligent and contented; the location of workers' homes more convenient to shop or mill, thus demanding less expenditure of time and energy in going to and fro; opportunities for the economical manufacture of various parts, for which the raw materials to be worked exist in, or are produced in, a given region, or to which special activity the class of skilled workers resident in given localities is best adapted; economies in transportation affected



OVERLOOK COLONY

Plan prepared for the General Chemical Company for a development near Wilmington, Delaware

by manufacturing in the neighborhood of important markets.

It is therefore felt that this little volume will prove timely, devoted as it mainly is to concrete instances of, and certain recent results from, the planning of comparatively small communities. It has been written in response to an evident demand for information about what has been accomplished in these directions under intelligent consideration of the various problems involved.

Questions of this sort must, of course, be regarded in liberal perspective, so to speak. Modern circumstances are anything but rigid. We have but to look at transportation conditions to see this. An eminent authority in transportation once remarked that in planning for railroad development one could look ahead intelligently for not more than twenty-five years, so many unforeseen factors being almost certain to change the situation.

Transportation problems are basic considerations for all community planning. When modern conditions became dynamic and began to rebuild the world, the start was made in terms of transportation. First came the turnpikes (foreshadowed in an age long past by the road systems of the Roman Empire), and then the waterways, canals with animal traction, followed by a wide use of rivers, lakes and oceans in steam navigation. Next came the railways, successively developed under animal traction, steam locomotives, electric trac-

AMERICAN FALLS, IDAHO

Plan prepared by Russell V. Black. Ample space has been devoted to parks, playgrounds, and public-building sites. The streets are of economical widths and arrangement. The development is regulated by zoning and reinforced by land contract restrictions.

KINGSPORT, TENNESSEE

An industrial town founded to make business for a railroad

STREET SCENE IN AMHERST, MASSACHUSETTS

STREET SCENE IN COLORADO SPRINGS, COLORADO

tion. All these things have been of paramount influence in the location and growth of population centers.

In the development of these centers the most constant factor has been the necessity for planning their internal thoroughfares to meet the needs of local circulation. First the advent of electric traction by trolley lines, and later the marvelous development of the motor vehicle with the internal combustion engine, showed that highway planning must be changed to meet the new conditions, with correspondingly revolutionary changes in construction. Long-distance bus and truck lines are now extending in all directions, flexible and elastic, presenting ever-varying economic problems; and, in addition, the average American family owns its means for personal transportation. We are now in the early stages of transit by air routes, with the prospect of commensurate changes in community conditions. It looks as if this new form of traffic, with its demand for suitable landing-places and accommodations, would at no distant day bring new elements into play for town planners, who will be called upon to consider the shaping of communities to such needs.

Progress of this sort indicates the importance of maintaining a liberal-mindedness in regard to prospective demands. Yet it should be kept in mind that when a community has been well planned in the light of existing conditions there is little danger

that the work done will be rendered obsolete by the advent of unforeseen factors, however revolutionary. A town that has been properly shaped for conditions as they are can be better adapted to new circumstances than one that has not.

The attractiveness of city life as against life in the country has long been an irresistible force in the building up of the huge urban populations of the present age. The fascination of feeling one's self a part of a vast whole, the incessant movement, the excitement, the spectacular aspects, have often determined the choice of residence. The balance is now turning in favor of the smaller urban unit. Even for rural regions, most of the modern conveniences and instruments for enjoyment, formerly peculiar to the city, have been made available. The telephone, for instance, has freed the country districts from their isolation; the central graded school, with free conveyance of distant pupils over good roads by motor traction, has supplanted the "little red schoolhouse." Electricity has brought power and convenience, until it seems as if life were everywhere being made almost alarmingly uniform and standardized. Good roads have made the automobile ubiquitous, changing a day's travel to one of an hour, bringing the city to the country, and the country to the city.

In the way of comfortable, orderly and pleasurable existence the smaller city community today enjoys almost all the advantages that were once to

be had only under metropolitan conditions. The perfected phonograph and radio have made the best (and the worst) of music available to every household. The most artistic films can be seen in the small-town motion-picture houses. Like conditions hold true, or are being realized, in almost every field of art. In a great metropolis how minute a fraction of the entire public can ever enjoy the exclusive, high-class entertainments, such as the grand opera! The lesser the population of a community, the greater the proportion that can enjoy such things. As compared with such repugnant factors as the rush hours, the indecent crowding in subway jams and blockades, the congestion of street traffic, the slums, the vermin that invade even the better districts, the crime, how superior are living conditions in the small city or town, where the air is clean and the beautiful country lies near at hand!

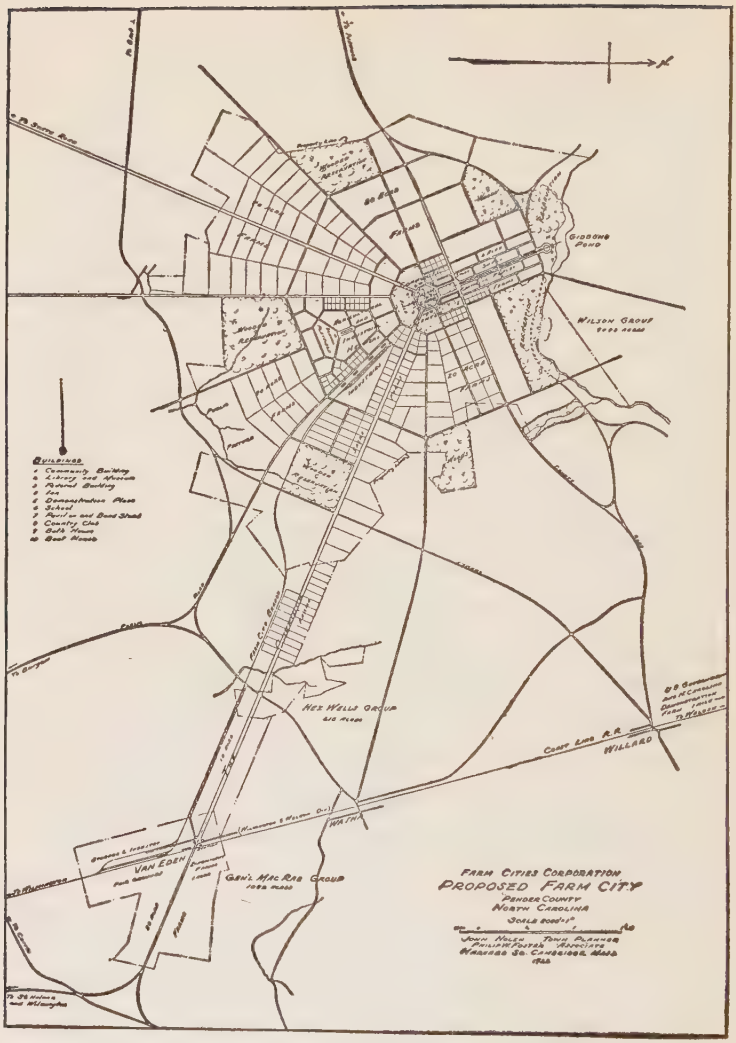
Even with every effort made for improving the unsatisfactory aspects of great cities, the weight and permanence of their very size make it impossible to change them for the better as it is possible to change small towns. Comprehensive planning, especially with our restricted charters and the hampering laws of our states, can have only narrowly limited influence on larger places, relieving only the worst civic conditions, ameliorating merely the most acute forms of congestion. Wide, many-sided, imaginative planning, so far as very large American cities are concerned, must be confined for

the present mainly to the extension of those cities, and to the betterment of what are really separate communities on the outskirts. Yet, even within rigid outlines, there are many large cities that are availing themselves of great opportunities in improving water frontage, in grouping public buildings, in widening main streets, providing for transportation in twentieth-century fashion, and making adequate and accessible areas for recreation.

With the smaller cities — cities with a population ranging from twenty-five hundred to one hundred thousand — the case is simpler. Comprehensive planning or replanning may be to them of far-reaching and permanent service. There is scarcely anything in the smaller places that cannot be changed. In these cities, for example, railroad approaches can be set right; grade crossings eliminated; waterfronts redeemed for commerce or recreation, or both; open spaces acquired even in partly built-up sections; a satisfactory street plan carried out and adequate main thoroughfares established, by cutting new streets if necessary, and regrouping public buildings; and a park system, composed of well-distributed and well-balanced public grounds, definitely outlined for gradual and systematic development. Residential districts can be helped to be attractive and delightful by the determination of housing standards and the prevention of undesirable building, and by street standardization in uses, widths and materials. No argu-

ment is necessary to convince the most skeptical that a community which offers the most comforts and conveniences, from a living and business standpoint, is the most naturally advertised by its inhabitants and consequently becomes magnetic to others.

It is to be seen, in the enumeration of these various ways for improvements, that city planning is not necessarily a method to make a "City Beautiful." It does not aim to beautify in a superficial sense. Its purposes are fundamental. It tries consciously to provide those facilities that are for the common good, that concern everybody; it seeks to save waste due to unskillful and planless procedure. By doing things at the right time and in the right way, comprehensive city planning saves far more than it costs. Any city planning that is worthy of the name is concerned primarily with use and secondarily with beauty. But if there is a reasonably high standard in providing the useful improvements of a town or city, it will invariably be found that utility and beauty go hand in hand and are virtually inseparable.



PROPOSED FARM CITY IN NORTH CAROLINA

Plan for a ten-thousand-acre tract. The purpose of the farm city is to provide means whereby owners of small farms may, by the practice of scientifically directed, intensified and diversified agriculture, supply themselves with good living and a profitable occupation. The community center and industrial section will bring the social and economic advantages that are usually associated only with life in the larger cities.

II

TOWN DEVELOPMENT

Historic and Modern Examples

Intelligent growth is the ideal for the community, as for the individual. It now seems possible to approach this ideal in a remarkable degree. A vital question of today is how to achieve its realization in yet greater fullness. There can be no one answer. It must vary according to the nature of the subject. It is not a new question, although in its present aspects it involves distinctively modern problems. From time immemorial, perhaps ever since civilization began, communities have been built according to plan and have also been developed at random. Yet the worst results have come from stereotyped planning, especially on uneven ground. Of the two, it is often preferable for a community to grow at random, provided such growth has the guidance of shore lines, topography or other natural features.

Inhabitants of our raw, mushroom towns and cities are inclined to hold that with all their faults of rectangularity they at least have the saving grace of modernity and up-to-dateness. Yet they are dead wrong. The ancient Chinese cities were rectangular. Nearly all of the old Latin-American

cities since the days of Columbus are of the same design. Philadelphia was laid out in that way, and the example infected all the westward country, being easy to do, requiring no brains.

The random growths, or apparently random, of the mediæval towns of Europe, as well as those of New England, are far better than the definitely intentional yet badly planned communities of nearly all the rest of this country. New York at first grew spontaneously under its Dutch founders and their early English successors. But when it began to spread it adopted a more formal plan, little more than that of an ineffectual gridiron. As soon as the great city reached into the more northerly sections, with their corrugated contours and rocky ledges, it was like squashing the gridiron through irregular masses of dough down to a stated level, requiring everything above to be dug or blasted off and carted away at enormous cost. The acme of absurdity came when this sort of plan was adopted for San Francisco, with its sand hills and steep slopes. Gelett Burgess, in a novel devoted to life in San Francisco, puts to good use his architectural training by a scathing account of what a splendid opportunity was thus lost in failing to take advantage of one of the most beautiful city sites in the world.

Proverbially, Boston was built along the tortuous lines of paths made by cows passing to and from their pastures. But careful investigations have

From "San Francisco" by Joseph Pennell

SACRAMENTO STREET, SAN FRANCISCO, CALIFORNIA

"O'Farrell bound the city that was to be forever to a gridiron of right-ngled streets and blocks of parallelograms. He knew no compromise. His streets took their straight and narrow way, up hill and down dale, vithout regard to grade or expense. Unswerving was their rectitude. Their angles were exactly ninety degrees of his compass, north and south, ast and west. Where might have been entrancingly beautiful terraces, ising avenue above avenue to the heights, preserving the master view f the continent, now the streets, committed to his plan, are hacked out f the earth and rock, precipitous, inaccessible, grotesque. So sprawls he fey, leaden-colored town over its dozen hills, its roads mounting to he sky or diving to the sea."—*Gelett Burgess.*

COHASSET, MASSACHUSETTS
Old New England common

LEXINGTON, MASSACHUSETTS
Old New England common

shown a development more deliberate; various rambling streets were built along the old waterfronts, remaining when the shore lines were gradually extended outward by the " made land " needed for expansion. Other streets followed natural contours along lines of least resistance, with correspondingly easy gradients; they are correspondingly easy to move around in. Then, as more new land was made, streets were well and definitely planned.

Down to the present, this sort of spontaneous development has characterized almost the entire metropolitan growth of the city, with generally good radial lines throughout, so that when the Metropolitan Improvements Commission came to study the problems of a metropolitan plan for Greater Boston, they found a strikingly desirable basis of natural growth to work upon. The obstacles to be overcome proved vastly less formidable than those presented in the great rectangular cities, where diagonal and radial lines must be cut through at enormous cost if modern traffic circulation is to be accommodated. It should be remembered that the straight streets of old Philadelphia are not only as narrow as the rambling streets of old Boston, but much less convenient in getting from point to point.

Like conditions hold true concerning the smaller communities of New England, which so largely grew bit by bit from beginnings of wayside settlements along winding roads, meeting here and there

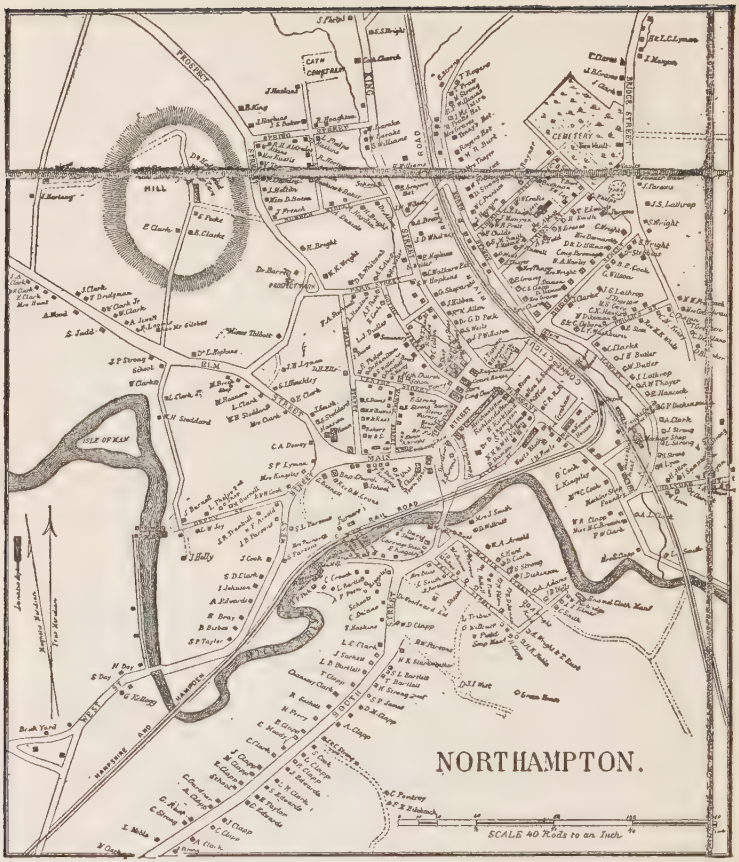
to form crossroads at points where a few country stores multiplied into business districts. At such points training-fields, village greens, or commons where the cows were pastured, often came into being, and meeting-houses or churches, town halls, perhaps courthouses, and later schools and public libraries, formed civic centers of an admirable sort. Mills were built at stream-sides, railroads and trolley lines came in on good gradients, and flourishing industries, frequently highly specialized and again manifold in kind, were established. Towns became large communities, often considerable cities. As they expanded their growth was planned for, too often without intelligent foresight, but not infrequently serving fairly well their practical purposes, and of good effect.

The tourist in New England encounters numerous examples of this type of growth, all with a sort of family resemblance but presenting a considerable diversity as well, and possessing a particularly individual charm. It is worth remembering that Metropolitan Boston is made up of a gradual expansion and reintegration of small old New England towns whose beginnings may be traced today in some centers once locally called " the village " — as in Old Cambridge about Harvard Square, in Roxbury, Chelsea, Dorchester, Watertown, and what is still known as Brookline Village. The unique quality of the New England village has been described in a little masterpiece of prose, a

fragment found among the papers of the senior Frederick Law Olmsted by his son.

The diversity of the New England town, both in plan and aspect, appears significantly when we compare the typical examples common along the Atlantic coast on the one hand, and on the other those in the central sections along the Connecticut valley and in neighboring regions. The populations of the coast-belt are, as a rule, of random and spontaneous growth, with accretions that represent more or less deliberate, but fragmentary, planning, as the communities gradually expanded into the industrial towns that nearly all of them have become. In other instances we have the crossroads type, the roads intersecting irregularly and the village clustering about the neighborhood. Where the roads come together there is often a small, irregular open space. The central " squares " in the Greater Boston communities of Medford and Malden, and of Brookline and Cambridge, are typical instances. Such developments are frequently of quite picturesque effect, with civic centers — public or otherwise monumental buildings of various sorts — characterizing the neighborhood.

A beautiful example of such a center is offered by the old town of Reading, Massachusetts, where a common of the rural type is faced by a parish church, of good Colonial design, and other public buildings. Wakefield, an adjacent town, is notable for the admirable use made of its opportunity for



MAP OF NORTHAMPTON, MASSACHUSETTS

An example of random but often intelligent town development

development, in a fine central open space of formal design, connecting with the picturesquely improved shores of a large lake beyond.

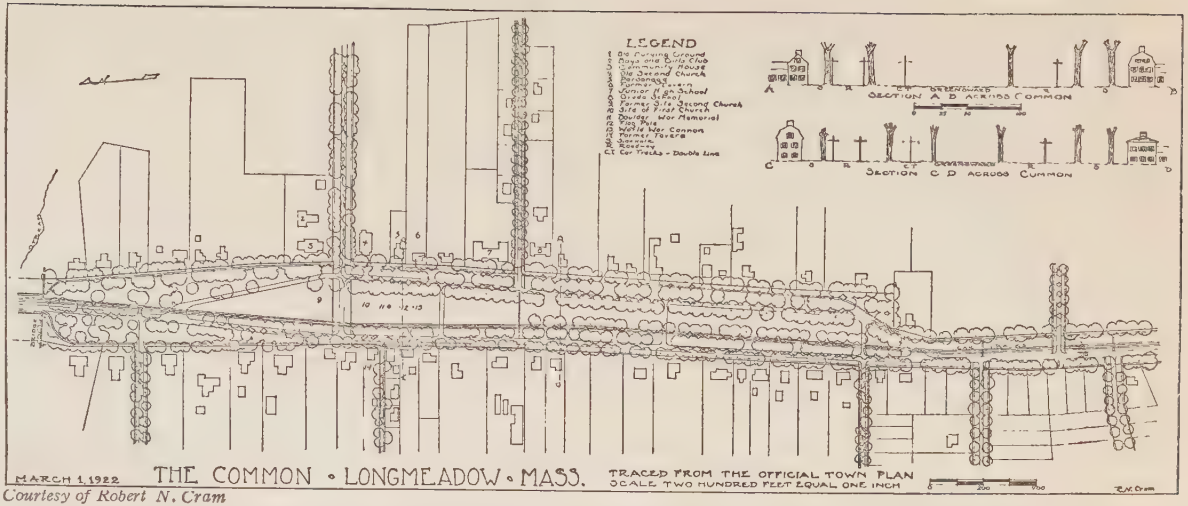
The Boston neighborhood gives many other comparatively recent examples of the felicitous use of opportunities to develop beautiful features, offered by such natural circumstances as rivers, brooks, ponds, lakes and other elements of landscape, perhaps long and sadly neglected until somebody became aware of their fine possibilities. Winchester has been particularly fortunate in the way in which it has made a farsighted use of such opportunities—the splendid results of property values enhanced through high-class residential attractiveness encouraging a scheme of planning for intelligent growth. Arlington, Belmont and Lexington deserve specific mention in this category: Arlington for its civic acquisitions, of a town hall and a public library, generous gifts from a public-spirited citizen; Belmont for its civic center — like Winchester's, of informal type; and Lexington for its historic common, featuring a monumental "Minute-Man." There are, indeed, so many admirable instances of these informal developments from random origins that it is hoped that these specific examples may not seem invidious.

The type of old town that characterizes the Connecticut valley and central New England in general is distinctively formal. Just how it had its origin is not clear. Perhaps it had an English

Drawn by J. W. Barber—Engraved by S. E. Brown, Boston.

NORTHAMPTON, MASSACHUSETTS

Old print of central part of Northampton, Massachusetts, showing courthouse, First Congregational Church, and other buildings


LEGEND
SECTION A D ACROSS COMMON
SECTION C D ACROSS COMMON
MARCH 1, 1922
THE COMMON • LONGMEADOW • MASS.
TRACED FROM THE OFFICIAL TOWN PLAN
SCALE TWO HUNDRED FEET EQUAL ONE INCH

Courtesy of Robert N. Cram

PLAN OF THE COMMON AT LONGMEADOW, MASSACHUSETTS

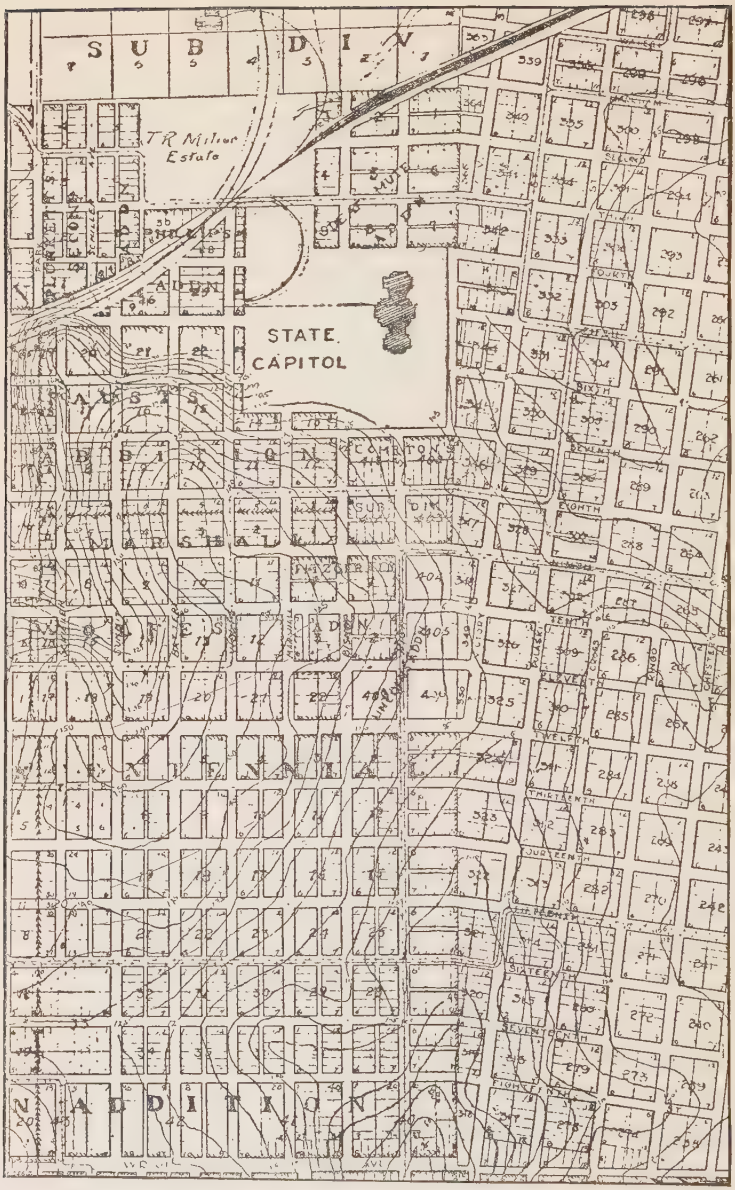
A fine example of a broad, open space, three hundred feet between buildings, with beautiful trees
A forerunner of the modern boulevard and parkway

prototype; possibly it represents a more deliberate intention, which came with the secondary migration of Pilgrim and Puritan, away from their primary settlements on the coast into the rich and even, or gently undulating, intervale lands along the Connecticut. At all events, it is significant that this type furnishes the first instances of conscious town planning, according to a definite idea, that we have in the British colonies of that day. Its fundamental element is an exceedingly broad main street, perhaps two hundred feet or more in width. Very sensibly the roadway itself occupies only the width needed for traffic; the rest of the space is devoted to turf, except the sidewalks. Quite commonly there is a quadruple row of the noble elms that are the pride and glory of New England. Along this street has been built the town as a long belt of population. In its growth, minor parallel streets or intersecting ways may have been laid out. Towns like Hadley and Longmeadow in Massachusetts, and Glastonbury in Connecticut, extend for long reaches parallel with the general course of the river. Such broad streets, with their beautiful plantations, may be considered forerunners of the modern boulevard or parkway in its American form.

This type is not infrequently combined with the crossroads idea in a formal regularity, the intersecting way being a thoroughfare of perhaps corresponding width, or at least of liberal dimension. Pittsfield, Massachusetts, is a notable example. In

the main thoroughfare here, the central portion near the city center has been enclosed as a common, with roadways on either side. The other principal street, intersecting it at right angles, is of lesser but still generous width. Pittsfield has expanded into an important industrial city; and so far as they go its two great intersecting thoroughfares admirably meet modern traffic conditions. But circulation would be more conveniently served were the rectangular plan modified by diagonals from the center. Farther out, however, this need is in a measure met by roads running variously along the lines of least resistance into the country, in the indeterminate New England fashion that contrasts so pleasantly, as well as conveniently, with the rigid insistence upon " section line " courses which binds Western regions to extravagant wastefulness of time and energy.

The type exemplified by Pittsfield is clearly akin to that of the " county seat " plan common to the West—which, moreover, is somewhat related to the central plaza motive of Spanish America, except that, instead of occupying the square itself, as the courthouse almost invariably does (and if not the courthouse, the city hall), in the plaza scheme the square is left open, either smoothly paved as a sort of forum or formally treated in garden fashion. This unoccupied square motive is preferable. The civic or other monumental buildings frame the plaza, with immense economy in construction as well as



Typical gridiron plan of a section of an American city laid out regardless of topography and other features

a correspondingly greater architectural effectiveness. In this connection it cannot be too strongly reiterated that the radial-arteries method has vast advantages over an indolent rectangularity.

It is of interest to note here the fact that the central New England type of town is also a feature of the second-oldest community of the Massachusetts Bay Colony, the large industrial city of Lynn — Lynn Common being a long central reserved space similar to that of Pittsfield, in a wide street with two roadways. Had this been a feature of the ancient town, it might have indicated a derivation from English examples. But since the neighborhood is of much later settlement, this feature perhaps represents reflex influence from the Connecticut valley. Hingham in Massachusetts offers a similar example at Hingham Center; Fall River, also, in its Eight-Rod Way.

Well-considered town planning must bear in mind not only the importance of local and regional circumstance in the way of topography, climate and other factors of environment, but the more impalpable elements of tradition, historical character and social custom. While it can be eclectic and borrow discreetly of the finest wherever found, it should take regard of local character in its best and most typical manifestations. A locality must be studied primarily with reference to itself, so that the plan may represent its best self-expression. What might be well for New England might not

be at all in keeping with the Middle West, the trans-Missouri plains, the arid Southwest or the coast regions of the Pacific. Especially should this be heeded when it comes to what the plan underlies, the architectural expression of it and of its social character. California offers an admirable example in this respect. The Spanish traditions that so interestingly color its history have been respected and treasured; their expression and development in richer and more ample aspects have proved so admirably suited to climatic conditions and the surrounding floral beauty as to have immensely enriched the charm of that part of the country and correspondingly heightened its attractiveness. In general, the specific quality of Mediterranean cultures is so thoroughly in harmony with the regional character not only of California but of our entire Southwest from Texas on, derived from both climate and tradition, that we feel it manifestly in better keeping there than any derivation from the landscape and architectural attributes of our mother country, or of northern Europe, as transmitted to our Atlantic seaboard.

In the early years, the differences in regional architecture developed from definite foundations, not only as the expression of social life and traditions, but as the result of climate and the availability of certain building materials. The long roof of the shingled New England farmhouse was set low and sloping against the harsh north wind, and

the outbuildings were attached protectingly to the main structure. The stucco tropical dwelling, with its inner patio for shade and privacy, is the natural evolution of a life whose consideration is with heat and not with cold.

Attempts to adjust extreme types to their opposite localities are valueless and shortsighted, and such foreign importations despoil a community of its opportunity for finest self-expression. Each of the United States still has the possibility of placing emphasis upon charms and inheritances peculiar to itself alone. Nature gave each an environment differentiated from the others not by artificial lines on the map, but by glorious innate differences. Their best attractions, their best advertisements, lie in intensifying these differences, whether expressed in food, habits, or architecture. In no other American setting can the candle-lighting on Christmas Eve be as quaint and picturesque as on Beacon Hill, can Easter service be as impressive as on Mt. Rubidoux, or can a Flower Fair be as vivacious and yet as aristocratic as in Mt. Vernon Square, Baltimore.

The several examples of planning for the improvement or the development of comparatively small communities considered in this volume, in their diversity of subject and local environment, are typical of the social and economic aspects involved. Kingsport, Tennessee, for instance, is a most notable example of what must go on in the

Southern states in ever-increasing degree to meet the peculiar necessities of that section. Although the South, up to within a generation, has been socially and industrially the most backward section of the Union, its more advanced public has to a most remarkable extent become alive to the importance of intelligent community planning. This is manifestly because the extraordinary richness of that section in natural resources is leading to its rapid development. Work like that done at Kingsport will be in demand in innumerable instances, if the necessities of communities similarly destined to spring *de novo* out of the new economic conditions of the South are to be intelligently provided for — as in Kingsport, a town built to order purely for the sake of providing traffic for a new railroad. It shows admirably the advantage of starting from a clean slate.

Another Southern instance of extensive planning for a new community is that of Myers Park. Although corporately a separate entity, Myers Park was created to meet the demand for a high-class residential suburb adjacent to the old city of Charlotte, North Carolina. Another newly created residential suburb, but of a different character, is Union Park Gardens, adjacent to Wilmington, Delaware. This undertaking is a capital example of the many new communities, or new city quarters, created to meet the imperative housing demand occasioned by large industries, such as shipbuilding, or the manu-

facture of munitions and other supplies, under the emergencies of the World War. Fortunately, these large housing projects were intelligently planned and of substantial construction, so that for the greater part they have remained permanent assets in the regions where they were located. They were elements of no little consequence in meeting the needs of the widespread housing famine that became most acute after the war.

Yet another community built to order is the industrial residential village of Kistler, Pennsylvania, established to meet the needs of a large manufacturing plant by providing comfortable homes for its workmen, close at hand.

The foregoing illustrate the problems presented where new communities, or additions to old communities, are planned for. The remaining two instances are of a different order, involving problems of reconstruction and modification which, like remodelling an old house, are often more perplexing to meet. These are devoted to two old towns, or townships, in one of the oldest and most intensively developed sections of the Union — Walpole and Cohasset, both in Massachusetts. The two are of contrasting character. Walpole is territorially a large township containing three distinct villages. The region was at first agricultural, but has gradually developed industrially as the seat of large manufacturing enterprises growing primarily out of the water-power of a small river. Cohasset is an

old New England seacoast town, originally maritime in its interests, but long in favor for high-class summer residence. As an outer suburb of Greater Boston it has a permanent population of commuters and their families. Yet other types are illustrated in the exceptionally important new Cincinnati suburb for industrial workers, the town of Mariemont; and in Venice, a new town in Florida.

It is notable that in all these instances there has been an individual initiative, appreciative of the benefits that come with intelligent planning for community development. This is particularly significant in the case of the two old communities, indicating that in hundreds of other such towns and cities throughout the country some one person, public-spirited and alive to opportunities for improvement and growth, often has but to take the first step in order to set the ball rolling. Under such an awakening out of lethargic indifference, many an old town and somnolent little city may step forward into new life and prosperity.

III

RESHAPING AN INDUSTRIAL TOWN

Walpole, Massachusetts

Walpole, nineteen miles from Boston, might be termed a satellite of that New England metropolis. It has a population of six thousand, five hundred and eight and has made an increase of nineteen and one-half per cent since 1920. It is therefore progressive in population tendencies. How far it has coupled this with a town-planning program will here be shown. It was in 1912 that an official committee of the town government took up the question of civic improvement. A body of five members, headed by Charles Sumner Bird, Jr., as chairman, was formed. From the first the committee took its duties seriously. In consequence it has become something even more than a Walpole body, for its methods and efforts have been studied and adopted in a score of communities throughout the land.[1] It began first with an expert survey of the town and district — an analysis of civic conditions and possibilities. Out of this work grew the official town plan, a schedule to be followed in future devel-

[1] For a detailed account of Walpole's planned development, see "Town Planning for Small Communities," by Charles Sumner Bird, Jr., 1917.

opment. The adoption of such a plan for future growth, as a permanent policy in directing all development, was far-reaching, altering not only the growth of this old Massachusetts town, but its organization and administration.

A TRANSITION FROM AGRICULTURE TO INDUSTRY

Walpole until recent years was primarily an agricultural community, its population scattered over a wide area devoted to farming, and attending to pastures and wood lots. But the Neponset River was in its midst, offering power to industries; because of this fact an industrial transformation has occurred. First came saw-mills and grist-mills, then factories; and, concurrently, local trading coincident with more residents.

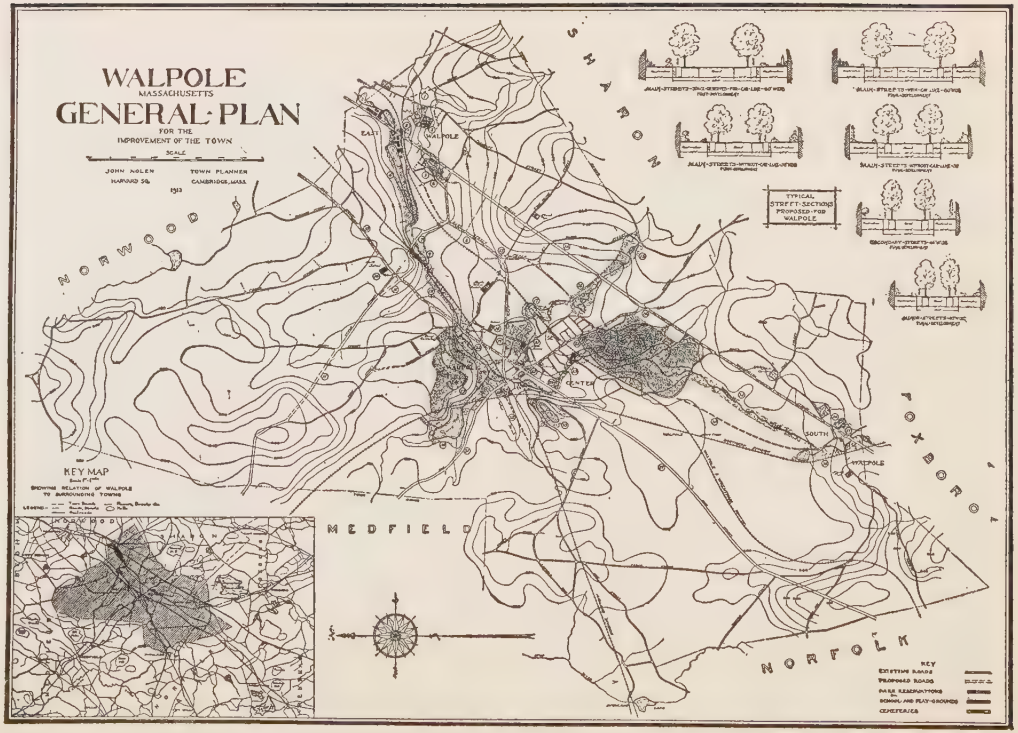
The community which for many miles was formerly termed "Walpole" is now centralized at three points: Walpole Center, East Walpole, South Walpole. Walpole Center may be said to be the actual center of the neighborhood; it contains the town hall, the common, the principal stores and the best railroad service. East Walpole is the next in importance. This section is the focal point of the factories. It is also a terminal of trolley lines connecting with the elevated railroad of Boston. South Walpole, though small, is an important district to the south of Walpole Center. It is a good residential area, and contains the shops of the Bird Machine Company. This district is on a route which takes

through traffic from Lowell, Fitchburg, Framingham and vicinity, to Foxboro, Mansfield, Attleboro, Taunton, New Bedford, Fall River and the Cape.

The change in the character of Walpole from agricultural to industrial is shown by the increase of two hundred and forty-nine per cent in the foreign-born population from 1900 to 1910, and the decrease of over thirty-two per cent in the native-born element. The industrial development is strikingly illustrated by the figures of the Massachusetts Bureau of Statistics, giving an increase of capital investment in industrial concerns from two million to seven million dollars. The biggest increase has been since 1910. The changes in the neighborhood have taken place without an adequate increase of housing. Many workers have therefore been obliged to seek homes elsewhere. The adoption of a comprehensive town plan has been an incentive to a broader town development, making provision for residential needs as well as other incidentals of commercial expansion — incidentals which are in reality indispensable for a continuous and efficient prosperity.

STEPS TOWARDS A BETTER TOWN

In the Walpole town plan the needs of the three divisions of the area were considered in detail, and an attempt made not only to unify their interests, but to take into account the regional requirements. At Walpole Center a new location for a proposed



WALPOLE, MASSACHUSETTS

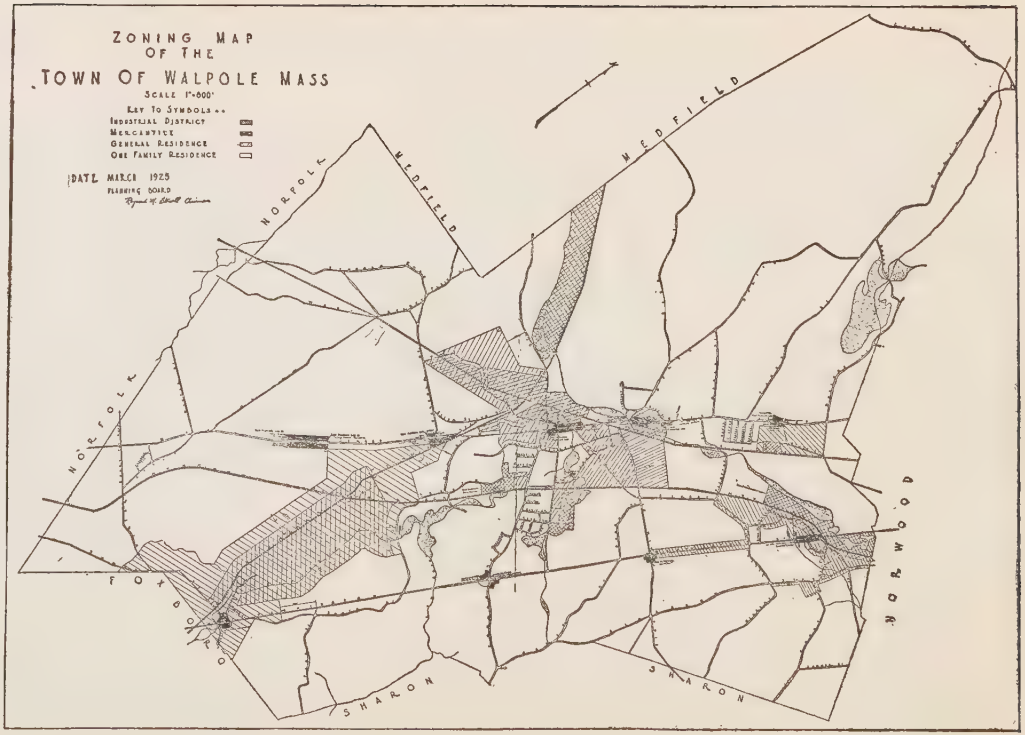
General plan for improvement of town, with a key map and typical street sections

town hall was made, at the junction of Main and Common streets — a most commanding site. The widening and straightening of Main Street, and also of Stone and West streets, are likewise part of this new scheme for a civic center. The common, as a community pivot, came into its own again and was redesigned with a view to a better relationship to the surrounding streets. A new post-office site and a new fire-station site were included in the better street planning. These changes opened up the possibilities of the Mill Pond, which was made the central feature of a park in connection with a chain system of river reservation. The railway station was given a new location with better accessibility to the town. Both the park and the railway station were brought into alignment with the plan for the civic center.

INDUSTRIAL LIFE HUMANIZED

While there are some factories at Walpole Center, East Walpole is even more distinctively an industrial section. The factories now located there, together with the highways leading to Norwood, Canton, Stoughton, Sharon and Medfield, make it an important focal point.

East Walpole is a good example of what can be done in a small community to make life pleasanter for the people, and to solve in practical ways the local town-planning problems. Definite mention should be made of the improvement in the layout,



WALPOLE, MASSACHUSETTS

Zoning map of the town, showing industrial, mercantile, general residence and one-family residence districts

arrangement and construction of East Walpole Square. The traffic situation was carefully studied and plans were made for a safe and orderly construction of sidewalks, curbs and road pavements. Provision was made also for seats and planting.

Home building and home ownership are fundamental problems in every community and they are of special importance and difficulty in industrial centers. In East Walpole the importance of the home has been wisely recognized. The Walpole Home Building Company, Inc., was created with the single purpose of serving the communities surrounding the East Walpole and Norwood mills. Its principal function was to help the people to build and to own the right kind of homes. Specifically the company does the following things: it rents houses, insisting that its tenants maintain the standards of a worth-while community; it seeks to find lands on which owners may build; it offers every service to prospective home owners to build judiciously. As far as possible it provides community conveniences, such as coal at reasonable prices and clean photoplays, and interests itself in all movements for community betterment. The Walpole Home Building Company, Inc., is not a profit-making organization. It meets expenses but it is not a money-maker.

Specifically, the Walpole Home Building Company, Inc., provides the following: lots for sale at prices that are fair — one hundred and fifty dollars to five hundred dollars in good locations; conven-

ient methods for making loans on first and second mortgages; time payments on principal arranged so that such payments can be easily met; a method for the disposition of the property in case of removal; and opportunity for securing good plans and in other ways facilitating home building.

The most notable achievement in East Walpole, however, is the creation of Francis William Park, and the adjacent athletic field. Francis William Park is a beautiful tract of seventy acres created and endowed for the people of Walpole by Mr. and Mrs. Charles Sumner Bird in memory of their son, Francis William Bird. This park is located between Washington and Pleasant streets in East Walpole. The main entrance, on Washington Street, is built with seam-faced granite. It has an inviting and restful appearance, suggesting the quiet and beauty that lie beyond. On the bronze tablets at the entrance are the following inscriptions:

FRANCIS WILLIAM PARK
CREATED AND ENDOWED BY
CHARLES SUMNER BIRD ANNA CHILD BIRD
FOR THE
PEOPLE OF WALPOLE
A. D. 1925

FRANCIS WILLIAM PARK
DEDICATED TO THE MEMORY OF
FRANCIS WILLIAM BIRD
1881 – 1918

Courtesy of C. L. Smith & Company

ENTRANCE GATES, FRANCIS WILLIAM PARK, EAST WALPOLE, MASSACHUSETTS

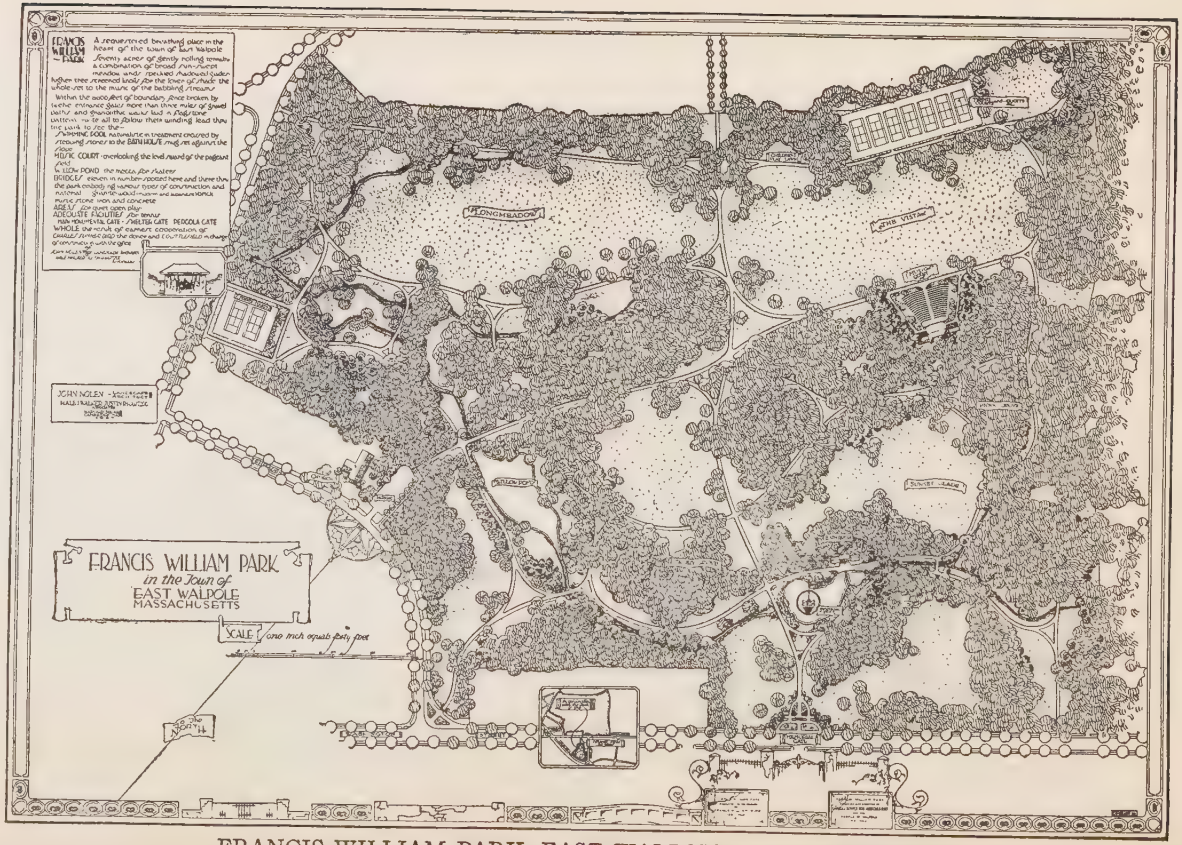
Courtesy of C. L. Smith & Company

VIEWS IN FRANCIS WILLIAM PARK, EAST WALPOLE

When the work of planning Francis William Park was begun, the following statement was drawn up by the landscape architect with the approval of Mr. Bird:

" The general character of the park landscape should be that of the New England meadows and hillsides at their best. The broad meadows and open spaces across which would be wide, uninterrupted views, would be contrasted with the border tree plantings and the groves of oak, maple and pine on the hillsides. These hilltop plantings will tend to increase the apparent height of the knolls and make the present attractive topography of the park even more pronounced. The stream valleys offer a wonderful opportunity for interesting features, the life and movement of the brook being again in contrast with the broad quiet of the fields: while in the course of the brook itself variety and interest can be had where the running stream changes to the stillness of the pools.

" The keynote in the development of the park should be dignity and simplicity, doing away with large formal areas of elaborate construction, but at the same time having the park full of charm and appeal. Specimen trees and collections of uncommon trees and shrubs, labeled for those unfamiliar with them, would be of educational value and general interest. A small, simple flower garden or perennial border would also be of value, and tend to develop a sentiment for similar planting on home lots. Interest in the park can further be increased by well-designed bridges, light standards, and other utilitarian objects and by the introduction of a



FRANCIS WILLIAM PARK, EAST WALPOLE, MASSACHUSETTS

number of special features or curios, such as a Japanese stone lantern, stone bench or similar object.

" A park should be made for use, and the measure of its success can be gauged by the number of people it serves. Recreation should be thought of in its broadest sense, and facilities provided for the entertainment and enjoyment of young and old, men, women and children. Broad fields have been planned for general games, pageants, drills and big gatherings."

Every feature of Francis William Park has been carefully studied and planned, and the scheme as a whole has been constantly in mind. One of the principal features is the swimming pool. An attractive concrete dam and spillway have been built across the small brook which flows through the grounds, resulting in a pool of irregular and natural outlines two hundred feet long and one hundred and eight feet wide, concrete-lined throughout and floored with a layer of sand. Large rocks and natural boulders with open beaches between are so arranged as to give the place a cool, pleasant, seaside appearance. In the center a spray of town water is sent up by a fountain, supplementing the waters of the brook and adding charm to the scene. A well-built bathhouse nearby furnishes accommodations for over two hundred bathers. The construction and layout are attractive and in some respects unique. Both above and below the bathhouse two seam-faced granite bridges cross the stream, and directly in front of the entrance to the bathhouse a cause-

way leads across the shallow water at the head of the pool. The bridges, ten in all, constitute a special feature. Seven types of architecture and construction have been used: seam-faced granite, rustic stone, modern wood, brick, iron, concrete, and Japanese wood.

The park is made convenient of access by eight entrances. There are also four service gates. At each entrance a granolithic walk of interesting color and design winds its way over mounds and meadow, crossing other walks and gravel pathways, and furnishing the park with a convenient system of circulation. The grading and planting have been given particular attention. Thirty large trees have been moved into the park and great numbers of young trees and shrubs have already been planted. The lawns, furnishing broad, restful, open spaces, have been worked out with great care. Other features in the final development and construction of Francis William Park are now under way.

In order that Francis William Park might be more perfect and more restful as a park, the donor has provided a tract of about seven acres nearby for use as a separate athletic field. This area has been carefully graded and laid out to meet the highest specifications of a first-class professional athletic field for major sports. It is located at the corner of East and June streets, East Walpole; it has been carefully fenced, and is equipped with a good grandstand for spectators. All of the grading nearby has

been done in such a way as to afford additional convenient places for watching the games.

SOUTH WALPOLE: A FUTURE HOME TOWN

One's home town might mean a good deal more if it were actually a " home " town. With this idea as the objective, a redesign of the central portion of South Walpole has been undertaken. This section has easy connection by bus lines with Walpole Center and Foxboro, and is a pleasant and convenient residential district. Its highways also connect it with Mansfield, Attleboro and Plainville. The present town green is shown preserved, while the adjoining streets are harmoniously treated in connection therewith. An excellent position for a public building was given the new fire station, at the junction of Neponset and Summer streets. The railroad station has been moved to the south side of Summer Street, near the railroad crossing. The most striking feature of the plans is the conservation of the natural beauty of the locality. The Mill Pond, a piece of slack water in the Neponset River, becomes part of the River Valley Park System, so that at this point the adjacent land is laid out in a manner which brings the latent attractiveness of water into an agreeable relationship with the surrounding district.

NEW PARK RESERVATIONS

The wisdom of acquiring new park reservations was realized. The ponds, brooks and natural scen-

ery of the Walpole district, now owned by private individuals and liable at any time to be diverted to industrial use, have been thoroughly surveyed and a program of conservation formulated. As the population increases, these open areas will become more and more valuable for recreation and pleasure. Industrial expansion should mean the progress and prosperity of the people. Yet, at the same time, it is likely to be a detriment, unless its development is controlled and directed into proper channels.

With this point in view was laid out a definite policy to acquire the valley of the Neponset River for a park reservation. The river flows through the town from end to end, passing through the three centers of population. As the dominant landscape feature, its contemplated acquisition by the public authorities is in line with the best practice of modern town planning. It is proposed to acquire at least one hundred feet on either bank of the stream as a parkway; in addition, at all the three centers of Walpole the plan makes ample provision for extensive park tracts. Morey's, Diamond and Clark's ponds are all beautiful little sheets of water with well-wooded shores. Stetson's Pond is also of particular beauty, with heavily wooded land to the west; this extends to Morey's Pond and is almost an unbroken forest. Treated as a forest reservation this area would eventually be a financial asset as well as valuable for public recreation purposes. The brook valley above Clark's Pond is included

FRANCIS WILLIAM PARK, EAST WALPOLE

Swimming pool

SWIMMING POOL, EAST WALPOLE

Courtesy of C. L. Smith & Company

BRIDGE, FRANCIS WILLIAM PARK, EAST WALPOLE

in the park system, forming a link of extension into the systems of neighboring towns. In the plan proposed for Walpole Center the low-lying land between Stone, East and Diamond streets is transformed into a public park; Powder House Hill, now a very unsightly place, is converted into a desirable public viewpoint.

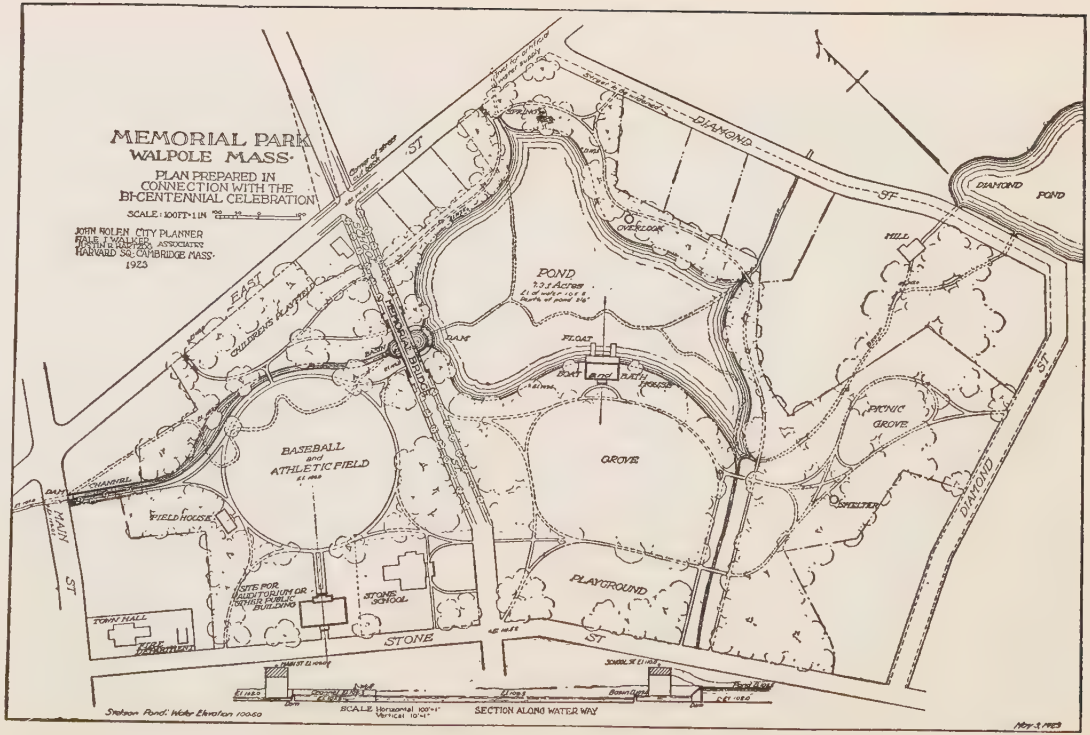
TOWN-PLANNING ACHIEVEMENTS

Walpole not only has adopted a comprehensive plan for its development but has made serious and successful efforts to carry it into effect. Since March, 1914, when the plan was adopted, notable steps in a definite program have been made. It was first determined that all plans for new streets and other physical improvements must meet with the approval of the Town Planning Committee. This gave control to the committee, advancing it from the status of a merely consulting body.

Following this action several state laws were adopted, which were essential to local planning and development. These were:

(1) The Betterment Act, authorizing the planning of future improvements and the preparation of street plans establishing grades and building lines. This act prevents the evils of indiscriminate transportation extension and of ill-considered building projections.

(2) The Reserve Space Act, giving power to reserve planting spaces in streets, and so forth.



MEMORIAL PARK, WALPOLE, MASSACHUSETTS

Plan prepared in connection with the bi-centennial celebration of the town

This law allows street reserves to be made now in anticipation of eventual public use.

(3) The Concurrent Jurisdiction Act, giving to the town equality of jurisdiction with the county, as regards through roads and bridges.

(4) The Tenement-House Act, prohibiting the erection of " three deckers " (multiple dwellings of three stories).

By using the powers accorded to them by these state acts, the town immediately safeguarded itself against many future depredations, made possible great improvements, and lodged added authority and responsibility for these improvements with its Town Planning Committee. It was further resolved to devote one thousand dollars a year for five years to complete the town survey, so that full information would always be available for the improvements to be effected. In 1926 a new charter providing for the city manager of the " town engineer " plan of government was inaugurated, and at the same time zoning regulations were adopted.

On the basis of the town plan the following items represent achievement:

(1) Widening of the principal town thoroughfares — East Street, Main Street, and the automobile route from Boston to Providence.
(2) Better road rearrangements at Lewis's corner, an important but inconvenient intersection, which provides a small park.
(3) Streets surveyed and laid out: Common, High, Plain and Peach streets.

(4) Extensions of East and Common streets planned.
(5) Establishment of the parkway system begun by acquiring thirty-five acres for Central Park, in the center of the town, for a future civic-center playground and park. The town hall and Stone School are in this area, and a swimming pool maintained by the Boy Scouts.
(6) Purchase of park lands for South Walpole, adding a park area of nineteen acres to the high school, and the development of the playgrounds.
(7) Additions to the school playgrounds in all the villages.
(8) Enlarging and development of the Plimpton School grounds in connection with the Town Forest. Improvement of the Bird School grounds.
(9) Acquisition by gift of Mr. George Plimpton of the Walpole Town Forest as a wild park, providing a bird and game sanctuary and protection for the water supply.
(10) Purchase of one hundred and five acres of watershed for waterworks.
(11) New charter adopted (1924).
(12) New system of street paving from its gravel banks.
(13) Planting of trees each year on watershed.
(14) Construction of Memorial Bridge as a feature of Memorial Park; dedicated to the Soldiers, Sailors and Nurses.
(15) New swimming pool, gift of Mr. Philip R. Allen.

(16) Adoption of the Zoning By-Law providing for use districts (industrial, mercantile, general residence and one-family residence), and regulating the height and area of buildings.

The movement in town planning in Walpole has been the incentive for a unification of all social forces for community betterment, and proposals are on foot for vigorously carrying out many more of the recommendations of the Town Survey and Town Plan. Few better examples than Walpole could be given of the advantages of town planning, for no other small Massachusetts town has accomplished so much towards its improvement, based upon a definite plan and program.

IV

AN INDUSTRIAL CITY BUILT TO ORDER

Kingsport, Tennessee

Kingsport, Tennessee, is in various respects one of our most remarkable American examples of modern city planning. It began as a new town. Its site, though hardly a wilderness, was an out-of-the-way agricultural region, remote from the world's activities. In 1912 the only human habitations there were two farmhouses. As late as 1915, only a few months after the outbreak of the World War, when it had started to grow in an entirely different way from the course destined for it, it was merely a small agricultural community of about nine hundred inhabitants. In four years more it had become a flourishing city of more than ten thousand people.

PURELY A MATTER OF BUSINESS

Yet, unlike so many new populations of phenomenal development that originated about that time, when armies of industrial workers were massed at various points to meet urgent demands, it was not at all a " war-baby." Kingsport became what it was simply because a new railroad, built through an undeveloped region, needed traffic. So a city was built for the sake of making business for

Courtesy of Wurts Brothers *Clinton Mackenzie, Architect*

KINGSPORT

Sidewalk without roadway between groups of houses

Courtesy of Wurts Brothers *Clinton Mackenzie, Architect*

KINGSPORT

The community house

Courtesy of Wurts Brothers *Clinton Mackenzie, Architect*

KINGSPORT

Golf and Country Club

Courtesy of Wurts Brothers *Clinton Mackenzie, Architect*

KINGSPORT

The Kingsport Inn

the railroad. It could have made no business, however, had the makings of business not been on hand.

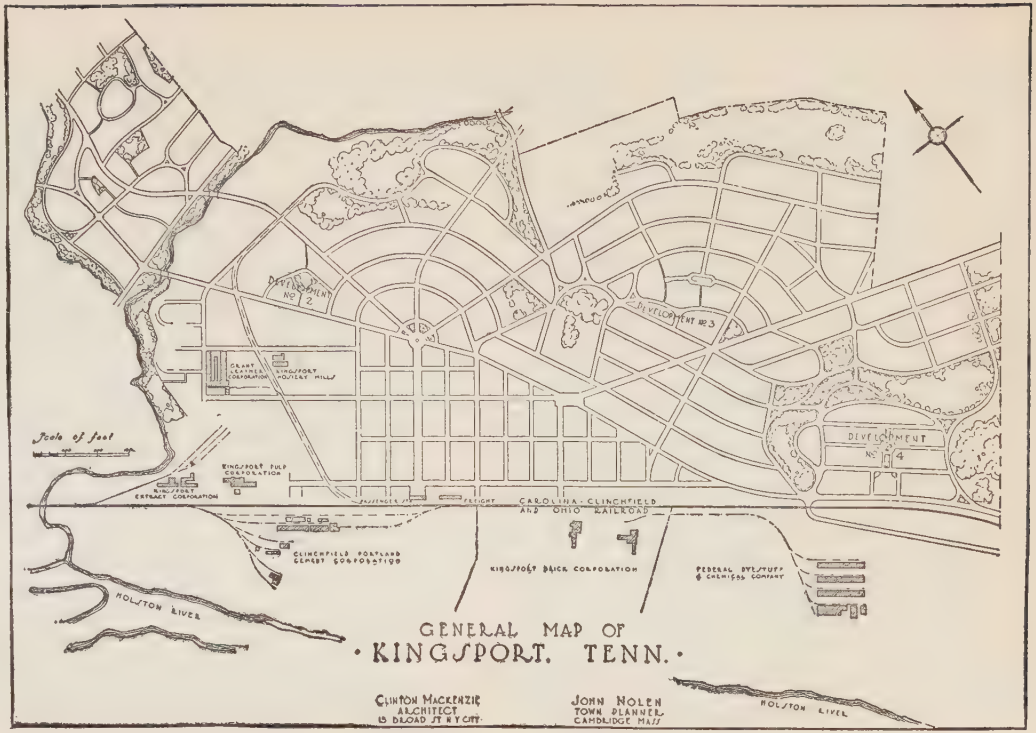
The story of it all reads like a romance. In its origin Kingsport was much the sort of town that, early in the eighteen-nineties, often came into being in western Canada, when the great railway undertakings were pushing their way along the prairies and over mountain ranges, across the continent and up into the north. The railroad in question here was the Carolina, Clinchfield and Ohio, running from Spartanburg to Elkhorn City through a region in southeastern Tennessee where population was sparse and construction was costly even for that day. Fortunately the country was replete with natural wealth: coal, timber, a great variety of minerals, including sand, clay, limestone, silica, feldspar and kaolin, and other desirable raw materials. There was an excellent water-supply. It was a good agricultural country, though little developed.

Transportation had been lacking to make these things available. But all these materials were valuable for working up into a diversity of manufactured products. With the railroad built, this was made locally possible; it was manifest that, with industries once established, profitable tonnage for the railroad would be produced, while the needs of the town built as the seat of these industries would assure other new business.

The little agricultural community that with the

coming of the railroad had sprung up indicated that Kingsport was the proper site for this town. The land was favorable for building — a wide and winding valley of remarkable natural beauty, coursed by the Holston River. Important industries immediately began to establish themselves here, attracted by the favorable conditions. First came a large producer of Portland cement, building up very speedily an extensive business. Others followed, alive to the value of the clay fields and other sources of raw materials. The prospective development assured by these activities promised to be so rapid and extensive that both the railroad company and the heads of the industries decided that continued growth ought to be carefully prepared for. They had the good sense and the good taste to see that this should be done as thoroughly as possible. So the services of a town planner and of an architect were enlisted.

Fortunately the community was still in its early stages; the revision and extension of the inadequate scheme prepared by the railroad's engineers proved easily practicable to a degree that gave the town a new and substantial basis for intelligent growth. The result was the development of one of the best-planned industrial communities in the annals of modern town planning — remarkable by reason of the harmonious coöperation of several independent agencies in an achievement that may well be called ideal in the quality of their respective fruitions:



KINGSPORT, TENNESSEE

General plan, showing all main features

industrial, economic, hygienic, civic, cultural and æsthetic. It was primarily a business proposition, undertaken with a common-sense view to profitable returns. With such enlightened perception as to the directions in which true self-interest lay, these other advantages were added thereto as by-products, derived from development along intelligent lines as essentially as the by-products that come from the processes of modern chemistry.

THE DEVELOPMENT

This harmonious coöperation was made possible by the organization of an effective instrument for the purpose, in the shape of the Kingsport Improvement Corporation. This organization has stood at the head and front of all the basic activities and is responsible for the town. Chartered as a commercial venture, it has succeeded phenomenally in all respects. It started right. In it were represented the various business interests mainly concerned, the railroad company and the leading industries. It began its operations with a plan that farsightedly looked to the future. The plan laid down courses of wholesome growth along the lines of least resistance. Looking to community well-being, it forestalled the evils that modern industrial developments otherwise bring in their train as surely as neglected puddles breed mosquitoes.

The Kingsport Improvement Corporation owns most of the real estate; it builds, rents and sells

Courtesy of Wurts Brothers *Grosvenor Atterbury, Architect*

KINGSPORT

Church on the circle near the head of Broad Street

Courtesy of Wurts Brothers *Grosvenor Atterbury, Architect*

KINGSPORT

Top of hill in "The White City," high-school tower in the background

Courtesy of Wurts Brothers *Clinton Mackenzie, Architect*

KINGSPORT
Railroad station

Courtesy of Wurts Brothers *Clinton Mackenzie, Architect*

KINGSPORT
Looking down Broad Street across circle toward railroad station, Kingsport Inn at the left

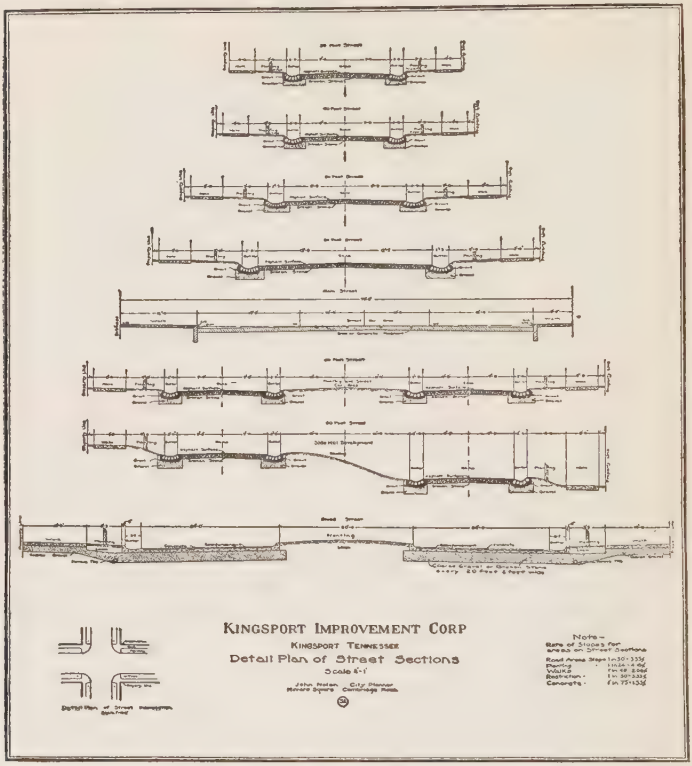
houses; it runs a central power-plant; it established an inn, constructed a golf course and developed the industries. Local administration rests with a council of five representatives, elected by the citizens every four years. The city charter was designed with the intention of achieving the most efficient results, by the Bureau of Municipal Research established by the Rockefeller Foundation. Under its provisions the council chooses the mayor directly from one of their number and the mayor appoints a city manager with complete control of city work and employees. The manager need not be a resident of the city or state when chosen. The school board, consisting of three men and two women, is appointed by the mayor.

The schools are organized according to the admirable system that originated at Gary, Indiana, generally regarded as a model of its kind. Physical training is an essential feature; to this end each school has four acres of playground in charge of a special instructor.

PUBLIC HEALTH AND UNIVERSAL INSURANCE

A community kept in good health by proper physical training for the young, and by the dissemination of popular knowledge of hygienic principles, prospers correspondingly by reason of enhanced earning capacity. A person well and strong is a public asset; a sick person is a public liability. In this regard, Kingsport is unique. A city hospital,

thoroughly equipped, is managed by the municipality; it has accommodation for forty patients. In



KINGSPORT, TENNESSEE

Detail of street sections, ranging in width from 36 feet to 100 feet

the matter of public hygiene particular stress is given to the importance of preventive measures.

Kingsport's distinction comes still further from employing a type of effort for public health over

and above the usual and customary measures. "Group insurance" has for some time been an established practice. In this way it is not uncommon for all the workers of an industrial or commercial organization to be insured. But Kingsport offers the first instance whereby the group principle has been applied collectively to all the workers of a city, male and female — with life, health and accident policies covering them individually, all taken out under an arrangement with a single great insurance company. This is done without previous physical examination.

Practically all the business of Kingsport is conducted by ten large industrial concerns: the Kingsport Hosiery Mill; the Kingsport Extract Corporation; the Kingsport Tannery, Incorporated; the Clinchfield Portland Cement Corporation; the Kingsport Pulp Corporation; the Kingsport Press; the Kingsport Stores, Incorporated; the Kingsport Farms Corporation; the Kingsport Brick Company; the Kingsport Utility Company. To these must be added the municipality, itself an employer. In order to include the city employees in the scheme of blanket insurance, special legislation had to be obtained.

All these undertakings are represented in the Kingsport Improvement Corporation, whose president and moving spirit is J. Fred Johnson. Of the conclusion reached by Mr. Johnson and his indus-

trial associates, A. M. Kingman says:[1] "These men decided that Kingsport should be as nearly an ideal manufacturing city as human agencies could make it. They realized that living conditions greatly affect the morale of a town, and that general contentment and the elimination of worries go far toward producing the spirit so necessary to the accomplishment of good work. Men who are worried because they have sick children at home, and men and women who cannot make ends meet because they have lost wages through sickness or accident, are prone to become discontented and make trouble. Improper housing, insufficient amusement, lack of care in illness, poor food — all these things tend to lower industrial efficiency. Mr. Johnson and the men working with him saw that Kingsport alone could not provide the means of making itself the city they want it to be. So they decided on the insurance plan, whereby, in reality, they formed a partnership with the life-insurance company for the purpose of bringing Kingsport up to their expectations.

"Each employing corporation sent out to its employees a statement setting forth the general plan of the insurance. This statement announced that an arrangement had been made with the Metropolitan Life Insurance Company of New York for life, health and accident insurance for each employee who was at work on the previous July 1,

[1] Writing in *Business* (August, 1920).

Courtesy of Wurts Brothers *Clinton Mackenzie, Architect*

KINGSPORT
Part of hill-top group

Courtesy of Wurts Brothers *Lola Anderson, Landscape Architect*

KINGSPORT
House garden

Courtesy of Wurts Brothers *Clinton Mackenzie, Architect*

KINGSPORT

Houses fronting on "The Oaks" Park, built in 1924, costing $2,100 each

Courtesy of Wurts Brothers

KINGSPORT

"The Oaks" Park screening the Borden Mill from the houses

the insurance becoming automatically effective from that date. The entire cost of this insurance was borne by the employing corporation."

The insurance company regards the Kingsport undertaking as of great value in demonstrating what may very widely be done. " We propose to show the nation," it says, " what it is possible to accomplish in the preservation of health and life in an intelligent community when the proper steps are taken."

HOUSING ACTIVITIES

The administration of housing activities by the Improvement Corporation has produced results that make Kingsport, in the quiet beauty and charm of its residence sections, compare favorably with some of the celebrated model communities in England. Mr. Clinton Mackenzie, the architect, has made his work seem a natural outgrowth of the plan. The dwellings range in size from three to eight rooms. A six-room house is rented at twenty-five dollars a month. A man may buy his home for a moderate cash payment, with subsequent installments through a period of fifteen years. The Improvement Corporation sells the houses at cost, plus six per cent. The prevailing price for years was in the neighborhood of twenty-five hundred dollars. The purchaser gets a finished house with tastefully planted grounds. A trained woman landscape gardener gives all her time to the planting of shrubs

and trees. The highest-grade houses, designed for the higher-salaried employees, cost between nine and ten thousand dollars. This means more than this amount in value, owing to the production of so much of the building material in the neighborhood. In some of the houses, as an experiment, the kitchen has been located in the front; the mother can thus keep an eye on her children at play outdoors and enjoy the sight of what is passing; it is also convenient for the delivery of supplies.

Of Mr. Mackenzie's work, Mr. Charles C. May says:[1] " The range of house types is very great, as is the variety and freedom of architectural style. There are several types of small cottages, even three-room bungalows, and from them all the way up to the pretentious two-story, porched house, with six good-sized rooms; there are Colonial farmhouse types, there are numbers of units which are independent of local tradition, and there are several cottages in which an ingenious, restrained use of vertical battened boards, together with an overhanging second story, gives a look which is reminiscent of the Tyrol."

CONSTRUCTION MATERIALS LOCALLY PRODUCED COÖPERATIVE TEAMWORK

The extensive production of Portland cement at Kingsport has greatly reduced local building costs. The city has wide concrete sidewalks and

[1] Writing in the *Architectural Forum.*

Courtesy of Wurts Brothers *Clinton Mackenzie, Architect*

Part of hill-top group of houses

Courtesy of Wurts Brothers *Allen Dryden, Architect*

School building

Courtesy of Wurts Brothers *Clinton Mackenzie, Architect*

Oak Street houses

Courtesy of Wurts Brothers *Clinton Mackenzie, Architect*

Part of hill-top group

KINGSPORT

Courtesy of Wurts Brothers *Clinton Mackenzie, Architect*

Courtesy of Wurts Brothers *Clinton Mackenzie, Architect*

Houses on Watuga Street

Courtesy of Wurts Brothers *Clinton Mackenzie, Architect*

Group-houses on Shelby Street, opposite Kingsport Inn

Courtesy of Wurts Brothers *Clinton Mackenzie, Architect*

Six-room houses on Oak Street, built in 1921, costing $4,000 each

several miles of broad, concrete-paved streets. The cost of this concrete pavement was only $1.35 a square yard. Other locally produced building materials are proportionately cheap.

Under a scheme of coöperative teamwork, devised by experts, an enormous prevention of industrial waste has been effected. One factory supplies another. The industrial alcohol plant, the dye-works and the pulp mill all get their needed lime from the cement works. The tannery supplies the harness factory with leather; the tannery gets its needed extract from the extract plant, which turns its chips over to the pulp mill. Building materials are supplied to all the local industries by the cement and brick works; the Utilities Company supplies power and water. The Dye Company supplies the Hosiery Company with dye and the Pulp Company with bleaching powder. Furthermore, expansion plans for new industries have been worked out: a fertilizer plant to utilize the regional deposits of potash and phosphate and the tannery refuse; a packing-house to stimulate cattle raising and produce fertilizer material. The wood-alcohol plant's charcoal is to be used in a charcoal iron furnace.

The Kingsport Press has established its full right to the title of book manufacturer. It depends for its employees almost wholly on the native population, who have been drawn from their mountain homes. The plant has had a remarkable development. Closely associated with it are a pulp mill

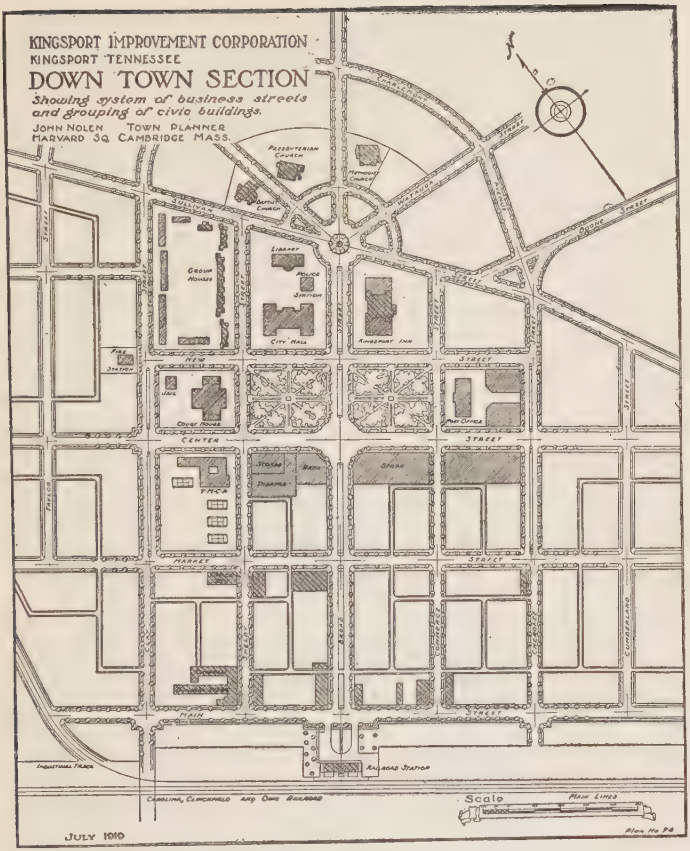
and a paper mill, to the advantage of all. The press today has a daily capacity of seventy-five thousand hand-bound books.

A most gratifying outcome of all these activities that have built Kingsport into an almost ideal industrial city is the intelligent and public-spirited interest in community affairs shown by the exceptionally capable working population, which realizes that it has a stake of its own in it all.

THE COMMUNITY AND THE PLAN

The region where Kingsport stands lies thirteen hundred feet above sea level, in a fertile agricultural country. The climate is equable. The site is equally well adapted to good residential and industrial life, under urban as well as rural conditions. The white population is at present entirely native American, of what is commonly termed Anglo-Saxon stock. Neither inter-racial nor international difficulties have yet presented themselves to complicate the social and political scheme of the community.

The plan gives due consideration to the colored population, which, being uncommonly high-class and industrious, is esteemed accordingly. Appreciating the value of the colored element in the local labor situation, Kingsport aims to counteract the tendency to migrate to the North, by developing its colored section in marked contrast to the squalid " Nigger-town " districts so common in Southern



KINGSPORT, TENNESSEE

Plan of down-town section, showing system of business streets and grouping of civic buildings

communities. Here the colored people have had comfortable, new houses built for them, with modern improvements. In this section the playgrounds, schoolhouses and churches have been planned for in ways commensurate with the advanced standards set for the rest of the community. This attractively developed housing area assures its population a worthy place in the social organization.

One of the first steps taken for the development of the site was the division of the new city into well-recognized zones for the several forms of use. This was done according to the enlightened modern practice now recognized by recent legislation in several states of the Union. Areas were thus allotted respectively to factories and industrial plants, to wholesale trade, to retail trade, to residences, and to public buildings, schools, parks and playgrounds.

Industrial development and housing accommodations were the two main factors. The manufacturing plants thus far located occupy districts where they cause the least annoyance for the public, while securing the maximum industrial efficiency both as regards transit accommodation and availability to the homes of the workers. The residential tracts are kept away from the smoke, dust, noise and danger of the industrial plants. In general, the broad streets with good paving for vehicular and pedestrian movement proclaim something unusual in workmen's surroundings. Each street, planted with

shade trees, offers to the section where the working classes live a restful seclusion that is commonly a feature of only the higher-class residential districts of an industrial community.

V

A VILLAGE FOR FACTORY WORKERS

KISTLER, PENNSYLVANIA

IN what might be termed the heart of the Alleghanies, on the banks of the Juniata River, is Kistler, an industrial housing project with many points of interest. It realizes an industrial village of which its promoters had dreamed, where the highest working efficiency would be reached with the best home surroundings for the worker. It was primarily intended for the unskilled worker. Of the alien element, the Slavonic is the prevailing nationality.

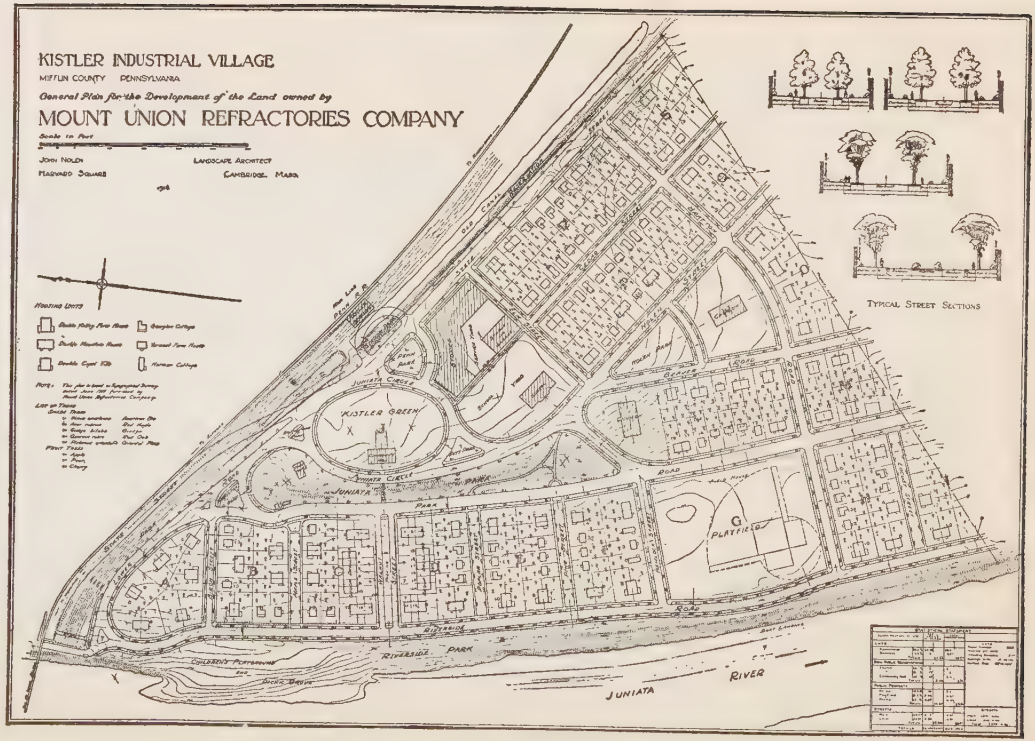
DEVELOPMENT

In 1918 the Mount Union Refractories Company, who own and operate a large brick-making plant at the foot of Mount Union in Pennsylvania, decided to build a new model village to house its work-people. A town planner was secured to make a survey of the locality and prepare a housing development scheme on modern planning lines. There are some seven hundred employees; Mount Union, the nearest town, is one and one-half miles to the west. The district is very hilly; it is agricultural,

and is coursed by the Juniata River with well-wooded banks. The site itself is about sixty acres in extent, and has a triangular shape, determined by the river, the Pennsylvania Railroad (Harrisburg-Altoona main line) and adjacent agricultural land. The boundaries being unalterably fixed on two sides, it was necessary to devise a scheme which would make the most of both factors. The railroad, running high above the property, is carried over the Juniata at a height of sixty feet above the regular water level. The river runs at the edge of the development for half a mile; a strip about one hundred feet wide, ten feet above normal river level, is so low-lying that the spring freshets put it under water. Surveys showed two terraces, the first ten feet above the river, and the other twenty-five feet. The lower terrace, annually flooded, was saved from erosion only by a thick planting of trees. The buildings on the town site, a brick farmhouse, a stone spring-house and a barn, were all retained for use. The community was placed on the opposite side of the river from the Works, the dwellings being thus freed from dirt, dust and noise.

STREET PLAN

The central point of the plan may be said to be Kistler Green, although the design has really no definite axis. There is rather a decentralization of the community life than a concentration at any par-



KISTLER INDUSTRIAL VILLAGE, PENNSYLVANIA

General plan for the development of the land owned by the Mount Union Refractories Company

ticular part. It has been taken into consideration that three vital things affected the settlement: first, the access to the Mount Union Refractories Works; second, the railroad station; third, the street connections at the south end. Of them all, the Works connection is unquestionably the most important; this is effected by the Mount Union bridge. From this particular point, actually the apex of a triangle, Kistler stretches out southward; convenient and quick access can thereby be had to all parts. Riverside Road has eight street connections which run southeast from Park Road, a parallel street. Park Road and Nolen Street are the two main arteries leading into the development from the south. State Street, parallel to the railway, gives access from a proposed railway station. The open spaces, well chosen, provide ample recreation area for all residents. The railway embankment on the one hand and the river on the other prevent through streets from east or west outside the development; should expansion in the future warrant such streets, they can be carried out with the minimum of difficulty, provision having been made for such a contingency. An attractive design is that made for the vicinity of the proposed railway station, where a semicircular park will be formed in combination with Penn Park on the opposite side of State Street. The south side of Penn Park, in quadrant shape, forms a shopping quarter for the community.

STREET ARRANGEMENTS

The width of streets plays an important part in all the newer town-planning work. The controlling motive is to avoid unnecessary street paving and expenses, and to give the individual lot owner as large a lot as possible.

At Kistler, the street widths range from forty to seventy feet. In two typical examples — the forty-foot street and the seventy-foot street — the divisions show the relative importance of the streets in the development design. The forty-foot street has a roadway of eighteen feet, a planting space of six feet on each side, and sidewalks five feet wide. The seventy-foot street has two roadways sixteen feet wide, separated by a central parking strip twenty-two feet wide. The sidewalks are four feet wide, with a four-foot planting space next to the roadway. The property line, or rather the restriction which safeguards the relation of the houses to the street, has been fixed at fifteen feet from street to house. This set-back makes a width of seventy feet between houses in a forty-foot street, and one hundred feet in the case of the seventy-foot street. While there is ample recreation area provided, it has been thought a good thing to leave for the time being several of the secondary streets in grass, the small amount of traffic making it possible to use them as play spaces for children.

KISTLER: MOUNT UNION REFRACTORIES COMPANY
Park entrance to works

KISTLER: MOUNT UNION REFRACTORIES COMPANY
Community Hall

KISTLER: MOUNT UNION REFRACTORIES COMPANY
Playground

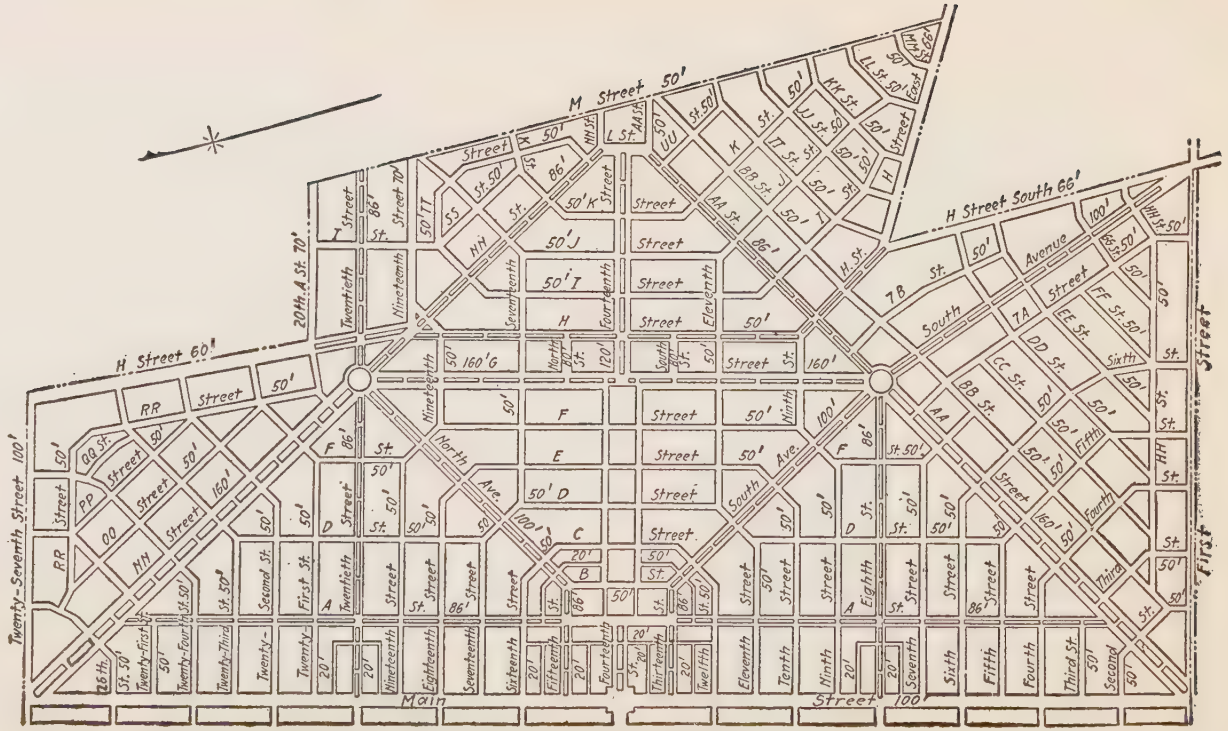
KISTLER: MOUNT UNION REFRACTORIES COMPANY
Street Scene

WOODED AND PARK FEATURES

A glance at the plan will show the large amount of open area retained. Much of this is covered with natural woods such as willow, locust, sycamore, persimmon and black and white oak. The retention of this growth has been an important feature of the work. The river embankment is reserved as a park, its north end devoted to a children's playground and picnic grounds. The south end is to have a boat-landing on the river, and also a playground intended to be a completely equipped athletic field when finally developed, with field house, baseball diamond, and so forth. The terrace on the east side of Park Road is reserved as Juniata Park, and is a good framework for the oval setting of Kistler Green. The terrace is steep, but, cultivated with native shrubs, forms a striking feature in the village scene.

HOME SITES AND BUILDINGS

The street blocks average in size about three hundred feet by two hundred feet; the house lots, about forty feet by one hundred feet deep. Houses have been built for nearly two hundred families. Almost without exception the sites throughout the development are regular in shape, arranged to accommodate both the single house and the group type. There are two hundred lots, or a proportion of five to the acre. The houses now built are largely of frame construction of varying character, in de-



From "Industrial Housing" by Morris Knowles, published by McGraw-Hill Book Company, Inc.

OJIBWAY, NEAR WINDSOR, CANADA

Street plan of the Ojibway project of the Canadian Steel Company

tached and semi-detached quadrangles. From four to eight rooms are provided, with baths and porches.

The principal public building is the community hall, transformed from the old barn, remodelled. Eventually, schools and so forth will be erected at points of vantage in choice of site and vista. The rising ground from Park Road, though partially cutting off the area to the west of the community hall and stores, is traversed by footpaths and steps which are most useful to the pedestrian.

COMMUNITY WELFARE

Considerable attention has been given by the Mount Union Refractories Company to plans for the welfare of the little community, which is so inseparably connected with its interests as an industrial enterprise. It has endeavored not only to provide good houses in suitable surroundings, but also to cultivate a spirit of citizenship and social life among the inhabitants. The population being so largely foreign in its make-up, there is distinct necessity for a lead to be given in the direction of Americanism. This is done in a much better way than by exhortation — by the provision of something tangible, in the form of good living conditions, which more nearly expresses the ideals of this country. There are few places in this country where the problem of low-cost housing, primarily for the unskilled worker, has been better solved for the employer and employee alike. Those who believe

that housing is something more than an incident in the life of the worker will welcome the growing appreciation which is being manifested in securing suitable and healthful homes. The example of Kistler in this regard is distinctly heartening. It has already attracted the attention of persons concerned with industrial welfare.

VI

AN OLD SEACOAST TOWN

Cohasset, Massachusetts

Cohasset, rural and individual, with narrow, crooked streets, eccentric in gradient and scenic in their vistas, is a survival of old-time New England community life. It is situated just a little way in from where the broad Atlantic sweeps into Massachusetts Bay, on a tiny harbor of its own. The influences that have guided it in its long history are practically identical with those that have governed scores of other such localities along the New England coast.

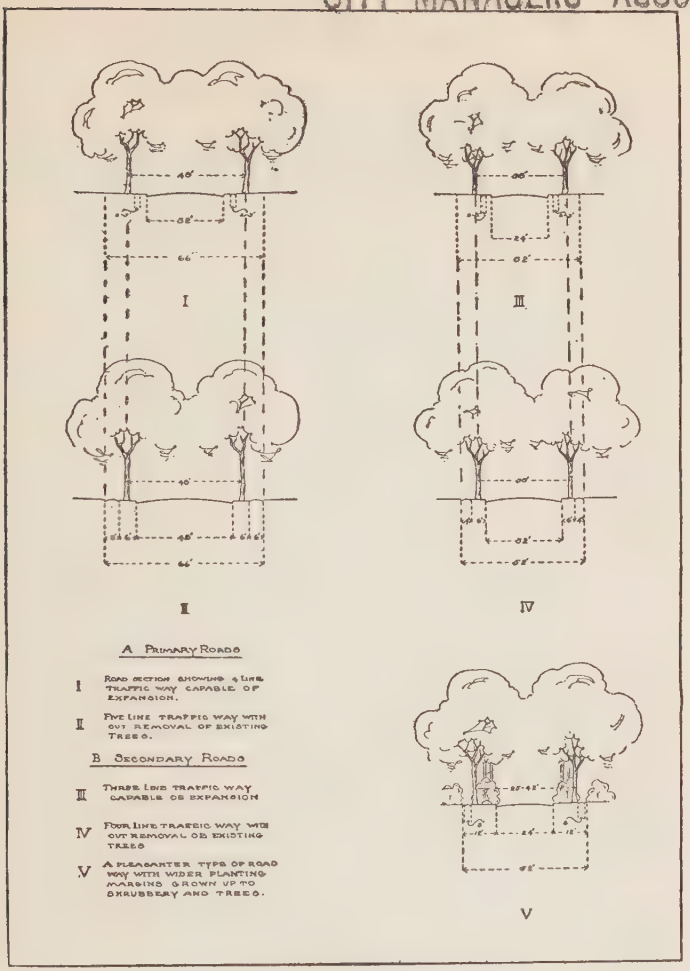
THE COMMUNITY VISION

As long ago as 1892, Mr. J. B. Harrison, as an official investigator for the Board of Trustees of Public Reservations of Massachusetts, pointed out the great lack of public open spaces in the state. Mountain-tops, sea-beaches and many sections of exceptionally picturesque countryside were rapidly passing into private control. Not only were the people being shut away in many cases from scenes of natural beauty; in the end the scenery itself was often destroyed to satisfy the interests of selfish owners who wished to develop it either for resi-

dential uses or for industry. Cohasset, less than an hour out of Boston by rail, is largely a section of fine country estates, good automobile roads, woodlands and long-distance views over land and sea. Its famous and historic Jerusalem Road, bordering the open sea on the South Shore, corresponds to the equally celebrated North Shore Drive along the Cape Ann coast.

The population of all the South Shore region has increased and become more residential, with exceptional attractions for the tourist and pleasure-seeker. Largely for these reasons, public-spirited local residents have been looking for some program of safeguarding the future town. Cohasset has as yet no local authority which could accept the responsibility of public lands; it has not even adopted the Massachusetts Park Act; the Harrison report of twenty-eight years ago stands today as a fairly reasonable summary of the position. There are no building regulations in force, and, although private enterprise has not as yet spoiled the town in the sense of indiscriminate and inappropriate construction, there are decided indications that the present state of affairs is not beneficial. Not only is it necessary to frame regulations to reduce the fire hazard and insure healthful homes, but proper control of streets and houses means an increasing regard for the æsthetic features of the town. In this connection it is pleasing to record the adoption of a regulation prohibiting " three-decker " houses.

The International
CITY MANAGERS' ASSOCIATION


I
III
II
IV
A Primary Road
I Road section showing 4 line traffic way capable of expansion.
II Five line traffic way with out removal of existing trees.
B Secondary Road
III Three line traffic way capable of expansion
IV Four line traffic way with out removal of existing trees
V A pleasanter type of road way with wider planting margins grown up to shrubbery and trees.
V

COHASSET, MASSACHUSETTS

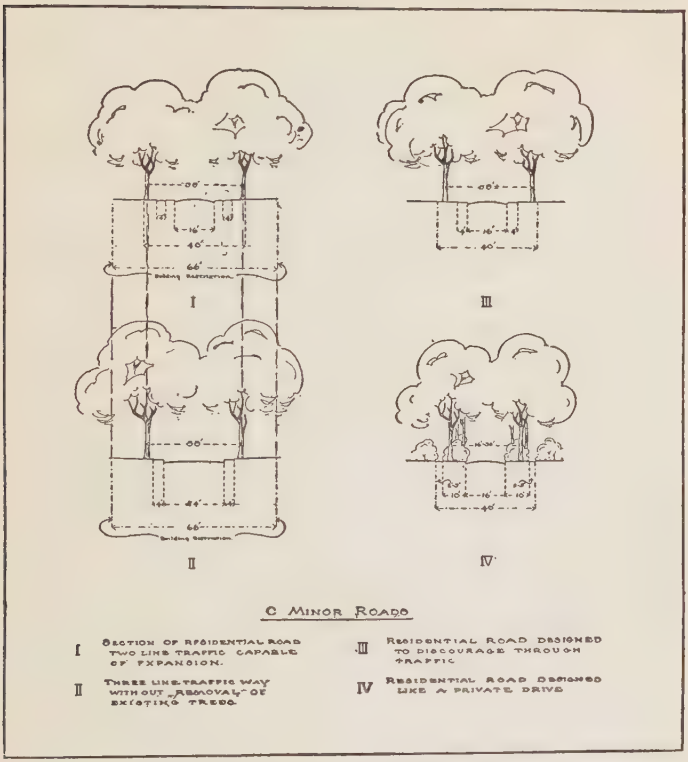
Primary and secondary road cross-sections recommended

SOME STREET RECOMMENDATIONS

Although the general location of roads is convenient, several connections are needed to complete the street system. Roads and highways are particularly important factors in the life of a town like Cohasset. While road widenings and grade easements are greatly needed at many places, they can often be effected only by drastic alterations of boundary walls and fences, the removal of trees and hedges, and so forth — a course of procedure which can be carried out only by diplomacy and compromise. This is something particularly difficult where wayside scenery is so fixed in long-standing picturesqueness and well-groomed residential charm. But modern progress must somehow drive a way through with its new conditions, even into the back waters. Primary roads have become increasingly important; in the Cohasset district they are intensively used by the population of the Boston metropolitan area, as well as of the districts far beyond.

It is proposed under the plan that all primary roads have a width of sixty-six feet, providing first for a roadway development of thirty-two feet, with a possible extension of roadway to forty feet without the removal of existing trees. Examples of such roads are North Main and South Main streets, Jerusalem Road, Atlantic Avenue, Margin and Summer streets. Secondary roads, defined as local traffic streets, are constantly increasing with further

settlement. These have to be treated not only on their own merits, but in many cases as potential


I
II
III
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C MINOR ROADS
I SECTION OF RESIDENTIAL ROAD TWO LINE TRAFFIC CAPABLE OF EXPANSION.
II THREE LINE TRAFFIC WAY WITH OUT REMOVAL OF EXISTING TREES.
III RESIDENTIAL ROAD DESIGNED TO DISCOURAGE THROUGH TRAFFIC
IV RESIDENTIAL ROAD DESIGNED LIKE A PRIVATE DRIVE

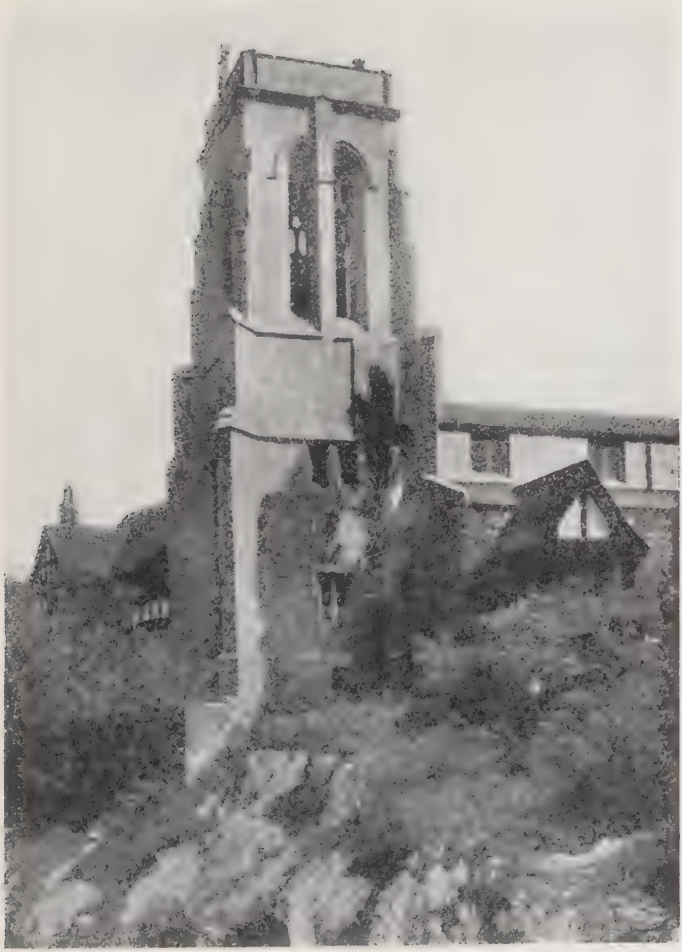
COHASSET, MASSACHUSETTS
Minor road cross-sections recommended

primary roads. They are laid out with a width of fifty-two feet. In two instances the roadway is shown at twenty-four feet, with different treatments of the planted margins; in another instance the

roadway has a width of thirty-two feet. In no case would trees necessarily be interfered with by any subsequent widening. Examples of these roads are Forest Avenue, King Street, Sohier Street, Pond Street and Beechwood Street. The third and last division in road classification comprises the minor local roads — exclusively residential ways to abutting property. These, on account of their restricted use, may be narrower, more sharply curved, steeper, and may terminate in a cul-de-sac if desired. Circumstances that would be detrimental in the case of through roads would here be warranted. A width of forty feet is recommended, and a set-back of buildings of not less than thirteen feet on each side of the road. The widths of vehicle ways vary from sixteen to twenty-four feet. Examples of these roads are Pleasant Street, Ash Street and Hill Street. Throughout the new scheme for street arrangements there is a farsighted consideration of widths, grades, alignments, sidewalks, planting margins and paving. This consideration has been given with full reference to the location of the towns surrounding Cohasset and the corresponding parts they bear in making provision for use and traffic.

ROAD IMPROVEMENT

A plan has been made for changes in the neighborhood of the railway station. This would rearrange the roadway so that an attractive planting space would center on the porte-cochère of the sta-



Ralph Adams Cram, Architect

COHASSET

St. Stephen's, the church of the carillon

COHASSET COMMON AND ST. STEPHEN'S CHURCH

Before and after pictures, showing the improvement resulting from the removal of old houses and stores

tion. The roadway and sidewalk lines along North Main and South Main streets are also proposed for revision. At the Osgood School on Elm Street, a better roadway character is suggested. Traffic considerations have also been regarded at Gulf Island in widening a road and defining a separate sidewalk — a proceeding of some difficulty, possible only by blasting on one side and carrying a hanging path over the stream on the other side. But some such radical changes are necessary on the score of safety for traffic, if for no other reason. The same state of affairs exists at the grade crossing from Spring to Summer streets.

In the recommendations for road improvements attention is drawn to the need of planted margins on many of the streets of Cohasset. It is not suggested that these margins should be uniform, but a varied treatment of grass, trees and shrubs would considerably enhance the town's appearance. The old difficulties of overhead wires and poles receive attention: it is urged that there be a gradual construction of underground conduits. Not only would this be a distinct æsthetic gain; the disastrous ice storm of November 28, 1921, has shown it to be a necessity. The telephone company has already eliminated poles for a short space in the center of the village. The sightliness of the streets would also be increased by the adoption of a more artistic type of furnishing. This would cover lighting standards, signposts, fountains, and so forth.

The whole scheme of road improvements in Cohasset has been studied with a view to convenience of traffic, together with beauty and picturesqueness. The retention of open spaces will serve traffic and other purposes and be an agreeable foreground for buildings, but they need proper definition and maintenance.

TOWN FEATURES

In spite of the removal of the Guild Hall, the fire house is not now in a position which harmonizes with the town's development. It obstructs what would otherwise be an uncommonly fine view. Its removal and a rearrangement of the road lines would be most advantageous, especially as the intersection where it stands is one of the most important in Cohasset. The plaza at the railroad station could be much improved by a redesign involving a planting of trees and shrubs that would make a worthy setting for an important public utility. There is a fine realization of improvement here in connection with the Tilden lot, recently acquired. The junction of South Main Street and Spring Street is now of a very indefinite character. This could be improved by acquiring the land opposite the public library and then replanning the locality. This would provide a triangular space as a sightly location for a monument or fountain. At the intersection of Elm and South Main streets an unnecessary expanse of paving could be reduced to

COHASSET
Common, showing old town hall and churches

Charles M. Baker, Architect

COHASSET
Sketch for new town hall

COHASSET
Bathhouse, Sandy Beach

COHASSET
Characteristic roadway

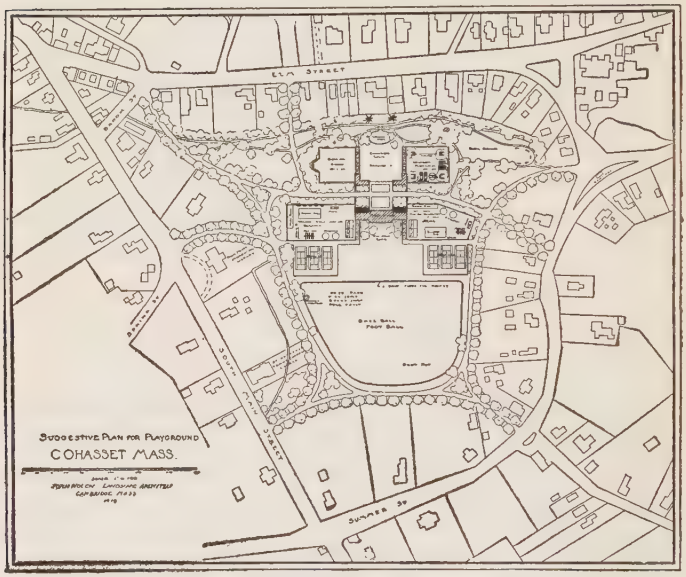
advantage. Throughout the town some definite improvement of the setting of the public and semi-public buildings is needed. All future buildings should be erected with a view to making the most of their surroundings in connection with an ordered street plan.

RECREATIONAL PROPOSALS

As the growth of Cohasset is intimately associated with its attractiveness as a residential town and its popularity with pleasure-seeking summer dwellers, the subject of parks, reservations, shore improvements, pleasure spots and bathing facilities plays a considerable part in any study of its future. Deplorable as it is that so much has been neglected in this direction, much can still be done at little expense before a more permanent complexion has been given to the neighborhood. Without question parts of the shore, both rock and beach, the stream valleys and the rock-bound hills should be publicly owned and kept permanently open for public use. There are different types of seashore in Cohasset which should be preserved now. The most important is the beautiful beach of fine, white sand, one thousand feet long, outside of Little Harbor. This has already been set aside for public use and a community bathhouse built, through the initiative and generosity of the Sandy Beach Association.

The whole question of the shore reservations is vital to the interests of the town as well as the

public in general. Sandy Beach, Little Harbor, Kimball's Point, James Brook and other brooks, Sunset Rock and other rocks are natural features that should be in public hands. In a concerted plan



COHASSET, MASSACHUSETTS
Suggested plan for playground

for such public acquisition, playground facilities of an organized character should be provided. The triangular area bounded by Elm Street, South Main Street and Summer Street offers possibilities in this direction. Laid out as an athletic field and playground for men, women and children, this would be of real community value. A field house equipped

with assembly hall and gymnasium would provide a good rendezvous for winter activities. Such a scheme would also result in a great property improvement in the center of the town, and would open up low-lying land which at the present time is of small use to its owners.

ACCOMPLISHMENTS

What has already been accomplished at Cohasset shows the enlightened public spirit of the Cohasset Men's Club and other organizations, which took the initiative in enlisting the services of a town planner to prepare a comprehensive scheme of improvements, and then followed this up with detailed plans for the carrying out of various projects. Later, in 1917, came the organization of the Cohasset Improvement Association, Inc., which now functions so satisfactorily.

The record of achievements of Cohasset is a notable one. As a result of the activity of these public-spirited groups, three triangular open spaces at street intersections have been given to the town; also a tract of about eighty acres of woodland near North Main Street, the gift of Henry A. Wheelwright. The sites of the Osgood School and the public library were also contributed, the library building itself being a bequest. The acquisition of Sandy Beach has already been referred to. In addition to the beach, a parallel tract of land has been acquired. One of the most valuable and conspicu-

COHASSET, MASSACHUSETTS

Map of town, showing situation and main features

ous improvements has been the purchase of the land that adjoins Cohasset Common and St. Stephen's Episcopal Church. This has been added to the common, and its landscape improvement carried out. What were known as the St. John Stores were removed, so that a fine and unobstructed view of St. Stephen's Church is afforded. In this church there has been installed a notable carillon of bells. Concerts are given in summer by the famous Belgian *carillonneur,* Kamiel Lefévere. The bells themselves were the gift of Mrs. Hugh Bancroft, daughter of Mr. C. W. Barron, in memory of her mother. At Cohasset station an unsightly barn building on an adjoining lot on the Tilden estate has been removed, and the area reconstructed so as to afford an agreeable view at the railroad approach to the town. Other changes were made in the neighborhood of the station. Fourteen acres of land on the easterly side of King Street, near the Black Rock station, have been presented by Mrs. Hugh Bancroft to the Federation of Bird Clubs of New England, to be maintained as a reservation for wild life. The Whitney Woods Associates have laid out and maintained excellent riding paths through the woods surrounding Turkey Hill, thus stimulating horseback riding and an annual horse show. The town lands which have been in the hands of the authorities for many years, such as the common, Harbor Green, and so forth, have been improved, and the harbor and channel have been dredged by the government,

largely at the expense of local funds. The improvement of the Golf Club grounds and the laying out of private grounds over Turkey Hill have been not merely to private advantage, but of some public benefit in enhancing the attractiveness of Cohasset.

Individualism in residential towns, particularly those which also attract as centers of summer and vacation pleasures, can well afford to subordinate itself to the common welfare. Sometimes our unselfishness may serve to our personal advantage. Homogeneous neighborhoods, attractive housing, plenty of space for every one, are all easier to obtain by forethought and planning. In the long run, prosperity and popularity go to the locality that moves in time to preserve its natural attractions, combining public welfare with the best interests of the individual.

VII

A WAR EMERGENCY PROJECT

Union Park Gardens

Union Park Gardens is an outcome of the World War — of those eventful days when America was straining every nerve to match her forces effectively against the enemy across the seas. The Emergency Fleet Corporation, the driving force of the United States Shipping Board, was confronted with the problem of housing the thousands of workers engaged in the shipyards. All ordinary housing facilities had broken down; no new houses were being erected to fill the breach. This condition arose from dearth of labor for building, excessive cost of materials and labor, and absence of adequate transportation for supplies. The emergency demanded everywhere a complete community coöperation. At Wilmington, Delaware, a company was organized to meet the requirement. Options were secured on several available and suitable sites; finally one was decided upon, at the intersection of Union Street and Lancaster Avenue, on the outskirts of Wilmington. The site stands fairly high, at an elevation considerably above the town. It

contains about fifty-eight acres of rolling country. The district is well wooded, and to the south is a stretch of park land. Lancaster Avenue and Union Street are the boundaries on the north and east, respectively. On the west lies Cathedral Cemetery; southwesterly is the main highway to Baltimore and Washington.

RESIDENTIAL ENVIRONMENT

Many otherwise desirable residential areas are spoiled by the encroachment of cheaper property on their outskirts — property ugly in appearance, temporary in construction and housing a totally different type of resident. To obviate this drawback, property adjacent to Union Park Gardens was purchased for the safeguarding of this development. Commonplace buildings standing on the north side of Lancaster Avenue and vacant land on the east side of Union Street were capable of being thus dealt with, and were included in the complete scheme. These inclusions were of much moment. Not only has the Liberty Land Company thereby been able to safeguard the increased property values of Union Park Gardens and prevent contiguous undesirable occupancy; it has been able to design both sides of Lancaster Avenue and Union Street in harmony with the general layout. Any plan which neglects to take into account the artificial environment of the site, as well as the natural characteristics, really fails in a fundamental way.

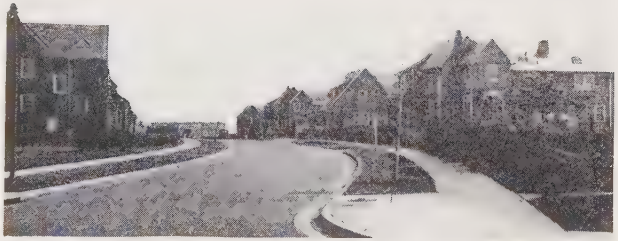
National
CITY MANAGERS' ASSOCIATION

Ballinger & Perrot, Architects

UNION PARK GARDENS
Grant Avenue from Sycamore Street

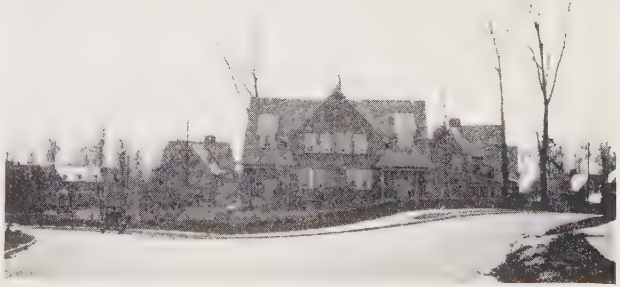
Ballinger & Perrot, Architects

UNION PARK GARDENS
Intersection of Grant Avenue and Linden Street



Ballinger & Perrot, Architects

Linden Street from Grant Avenue



Ballinger & Perrot, Architects

Intersection of Harrington Street and Sycamore Street

Ballinger & Perrot, Architects

Apartment houses at Lancaster Avenue and Grant Avenue

Ballinger & Perrot, Architects

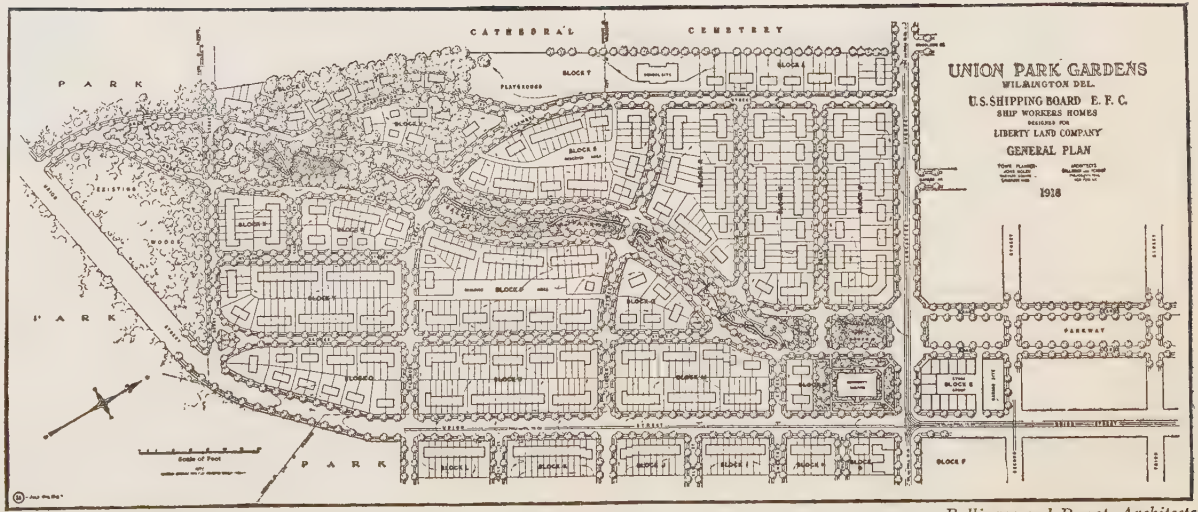
View on Harrington Street

UNION PARK GARDENS

GENERAL SCHEME OF PLANNING

The scheme aims at creating a self-contained garden suburb for the adjacent city of Wilmington. The relationship to Wilmington has always been kept in view in the design; some of the present city streets are continued through the tract, and transportation by street car on Union Street and Lancaster Avenue is entirely a part of the general city plan. The essential of an industrial suburb is realized by bringing the workers' homes within ten minutes' ride of the plants where they are employed. The Pusey and Jones Company, the Harlan plant of the Bethlehem Shipbuilding Corporation, and the American Car and Foundry Company are all within this radius.

The elements of the plan are, first, the houses and apartment buildings; second, the community building, school and stores; third, the provision of recreation areas. For the present these elements have not been carried out, although forethought has been exercised in the provision of sites which may be available for such eventualities. Police, fire and school services are now within easy reach of the development. It was not found necessary to reserve extensive areas for park purposes, since the development bounding the property on the south was devoted to just such uses. The Wilmington Park Commission has started to lay out the continuation of Grant Avenue through the park land adjacent to Union Park Gardens. The community center



John Nolen, Town Planner

Ballinger and Perrot, Architects

UNION PARK GARDENS, WILMINGTON, DELAWARE

General plan for ship-workers' homes, designed for Liberty Land Company, United States Shipping Board E. F. C.

was fixed at the intersection of Union Street and Lancaster Avenue. This decision was based upon the proximity to Wilmington, the transportation on the two roads and the desirability of keeping the heavy traffic away from the subsidiary streets. From this point the area dedicated to park land becomes a kind of spine for the residential tract. Throughout the design an effort has been made to assure privacy for the houses by street arrangements which would not attract through traffic. The group-houses have been located as near as possible to the transportation lines, and the semi-detached houses are in locations farther away — an arrangement which gives the lesser-paid workman living in a group-house (minus an automobile) the just claim to transit facilities.

STREET PLAN

The street plan of Union Park Gardens gives two curved streets across the tract from each direction; all the other streets are straight. There is no vital alteration of the land surface; unnecessary street widths are avoided; the blocks, though of varying dimensions, are not of inconvenient size and shape. In spite of an inevitable connection with the checkerboard plan of Wilmington and a consequent joining up of streets, there has been ingeniously evolved a plan not only practical but highly attractive. It has variety without complexity. The lots in no case are of unusable irregularity.

The simplicity of the plan also gives a great advantage in the surveying and partitioning of the land.

The main artery, Grant Avenue, runs from east to west through the tract, the roadways proper being on either side. At the intersection of the more important thoroughfares open spaces make interesting viewpoints; at the village-green intersection of Grant and Lancaster avenues this gives a most appropriate setting for the community and apartment buildings there situated. The traffic divisions on Grant Avenue give twenty-foot roadways on either side of a central parkway varying in width from sixty feet to one hundred and twenty feet, a seven-foot planting strip and a six-foot sidewalk on the property side only. Lancaster Avenue and Union Street (Lincoln Highway) are both eighty feet wide, having thirty-six-foot roadways, fourteen-foot planting strips and six-foot sidewalks, with two feet between sidewalks and property lines. The secondary streets are forty and fifty feet in width, having roadways of twenty and twenty-four feet respectively, and five-foot and seven-foot planting strips on each side, with five-foot sidewalks. No alleyways are provided, the Wilmington authorities giving no assurance that cleaning, lighting and removal of ashes and garbage could be made in such alleys, owing to insufficient appropriations as well as to the city ordinances, which limit such service to streets alone. (Union Park Gardens is now within the limits of Wilmington, and has all the city con-

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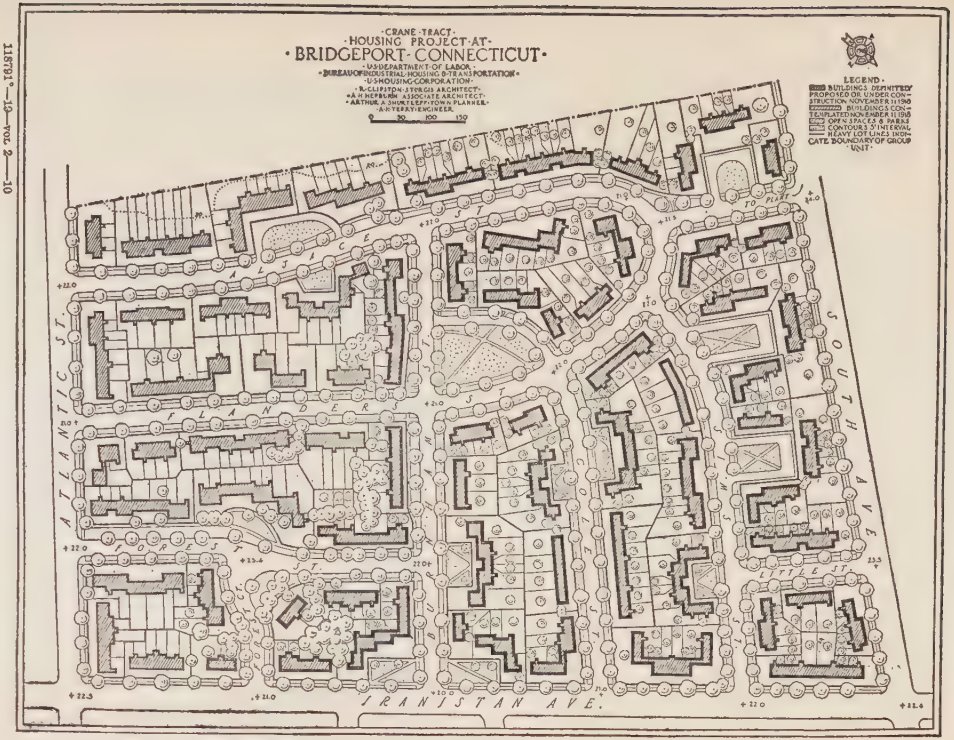


Arthur A. Shurtleff, Town Planner
A. H. Terry, Engineer

R. Clipston Sturgis, Architect
A. H. Hepburn, Associate Architect

BRIDGEPORT, CONNECTICUT

Crane Housing Project. Plans prepared for United States Housing Corporation

veniences, including the collection of ashes, garbage, and so forth.)

LAND DIVISION

The project provides for five hundred and six houses; three hundred and ninety-nine are group-houses, one hundred and ninety-four semi-detached, and three detached. Space is allowed for apartment houses, stores, community buildings, a school and a playground, and a few lots remaining may be built up later. The school site calls for an adjoining playground for ball and tennis; two reservations unsuitable for residences are made into allotment gardens.

An analysis of the proportion of land devoted to various purposes shows 54.5 per cent for residential use; 14.5 per cent for the future school and playground, community buildings and parks; 31 per cent for streets. The density of housing, calculating five hundred and fourteen families in separate houses and forty families in apartments, distributes 15.83 families to the net acre over the total of thirty-four acres. This intensification of housing is due to the use of the group-house; only twenty-four per cent of the land is actually occupied by the buildings, seventy-six per cent consisting of open-lot area.

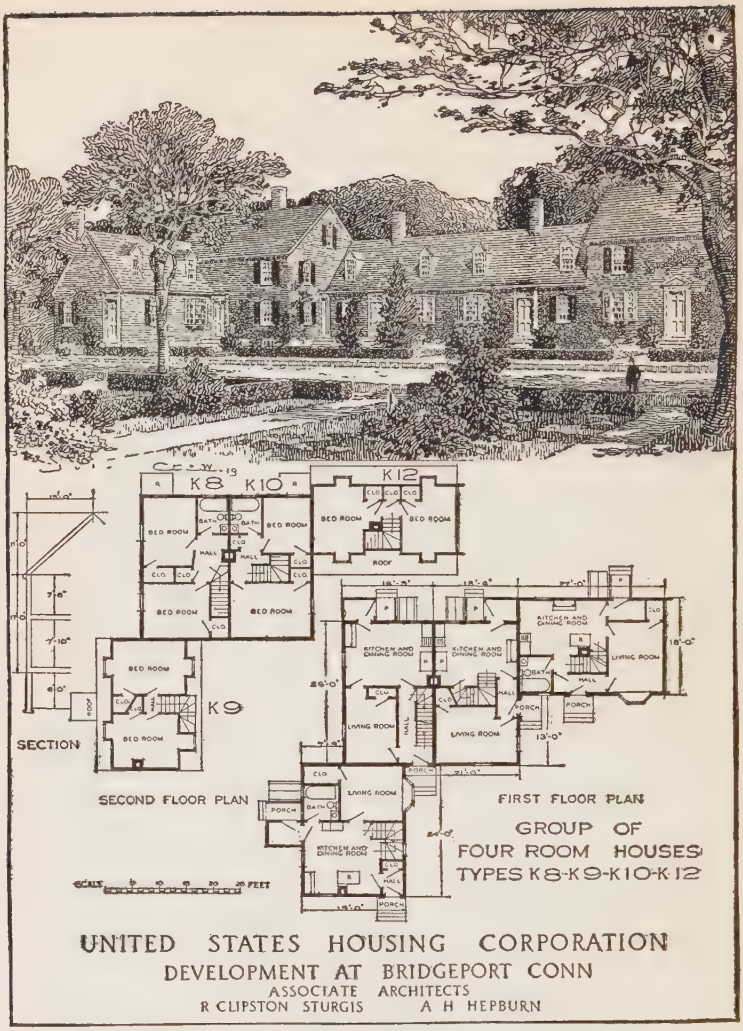
HOUSE SITES

There are no uniform dimensions for the lots. The intermediate group-houses between parallel

streets average from sixteen to twenty feet in frontage and from ninety-five to one hundred feet in depth. End plots of this same depth have a somewhat greater frontage, to allow a definite distance between groups. This distance has been fixed at sixteen feet, but as much as eighteen feet has been secured. Lots for the detached and semi-detached houses have a frontage of from thirty to fifty feet, with a varying depth. The distance between houses on opposite sides of the street is eighty to one hundred feet on the narrower streets, and ninety to one hundred and ten feet on the wider streets, according as the minimum twenty-foot or the maximum thirty-foot set-back is used. The distance between the rear of the houses runs from ninety to one hundred feet. In front, behind and on each side of the houses, an abundance of light and air is thus provided. The lots that were left have been sold and built upon with a type of house similar to those that were erected by the government. Seventy per cent of the residents own their homes, and there is a great community spirit. A local body called "Union Park Gardens Improvement Association" has been formed.

LANDSCAPE TREATMENT

In the landscape design considerable attention has been devoted to the connection between house location and street plan. The aim has been to obtain good vista effects, not only at junction points



R. Clipston Sturgis and A. H. Hepburn, Architects

BRIDGEPORT, CONNECTICUT

Plans for group of four-room houses

but along straight streets, by an irregular arrangement of the building line of the houses. This street effect has been heightened in many cases by the preservation of existing trees and the natural beauty of foliage. In the planting spaces of the streets are hardy trees; on Grant Avenue, both trees and shrubbery. The lawns before the houses are unobstructed by either fences or hedges and give a good setting to the property.

Union Park Gardens is today one of the most attractive suburbs of Wilmington. It compares favorably with other " war housing suburbs " and, with the exception of Yorkship Village (Camden, New Jersey), has been praised as the best low-cost example of community planning and development in the Philadelphia region.

VIII

A HIGH-CLASS RESIDENTIAL SUBURB

Myers Park

Myers Park, adjoining Charlotte, North Carolina, is a new suburb created along distinctive lines, designed aright from the first, and influenced only by the best practice in modern town planning. Taking the wide area of America, with its great cities and urban development, the number of characteristically beautiful suburbs, specifically designed as such, is small. Roland Park, Baltimore; Forest Hills, New York's Long Island suburb; the Country Club district of Kansas City, Missouri; Twin Peaks district, San Francisco; Palos Verdes, near Los Angeles; and some of the newer developments in Florida — for example, San José, a suburb of Jacksonville, or the new town of Venice on the west coast, south of Sarasota — these are among the few and are widely known. Among the lesser-known instances of suburban planning is Myers Park. From certain points of view, it should be properly classed with the better-known examples.

DEVELOPMENT

Myers Park is situated close to the city of Charlotte, being about one and one-half miles south-

Courtesy of *Air View Photo Service*

MYERS PARK

Airplane view, showing extensive development carried out in less than a decade

MYERS PARK

Airplane view, showing general suburban development, including J. B. Duke estate

easterly from the center of that town. It originated in 1912 under the auspices of the Stephens Company, with Mr. George Stephens as its controlling head. A great need was arising in Charlotte for homes of a high character amid surroundings of natural beauty. Charlotte was growing fast. Then it had something around thirty-five thousand inhabitants; now, with its suburbs, there are over seventy-five thousand. Myers Park answers well the question of civic expansion. The business public of Charlotte has gained an invaluable asset by the planning and building of Myers Park, and since its ultimate financial success was assured from the first, it is an object lesson to less forward-looking communities.

NATURAL SETTING

Imagine a gently rolling countryside covered here and there with beautiful groves of oak and pine. Set into this landscape a tract three miles in length and varying in width from a few hundred feet to one mile! Such is the site of Myers Park, as it runs from its entrance at the lower end to the full width of the ridge between Sugar and Briar creeks. It is a typical Southern landscape of the Piedmont country. In its residential adaptation this quality has been utilized to the full. The plan developed from this environment admirably fits the topography. Avoiding both unnatural checkerboard streets on an undulating surface and mean-

MYERS PARK, CHARLOTTE, NORTH CAROLINA

A residential suburb of a thousand acres, developed for the Stephens Company, Charlotte, North Carolina

ingless curved streets, it adjusts the home to the landscape in a way that assures æsthetic harmony.

In such a problem the street plan is the predominant element; its treatment in high-class residential tracts demands the satisfaction of a sense of seclusion together with means for easy and convenient access to the broad world. This is achieved not alone by gentle curves of the street lines, for continued interest and variety, but by marked variation in street widths. Not every street is a carrier of general traffic; some merely lead to the home. While need of through circulation is amply met, the quiet byways receive corresponding attention in planning that respects their privacy. A main boulevard carries the car line out from Charlotte; with ample roadway it takes good care of the ever-expanding motor traffic incidental to better-class property. The connection with the city is good; the loop of the boulevard at the extreme end provides transportation no farther than two blocks away from any lot in the development.

STREET TREATMENT

The streets vary in width from forty to one hundred and ten feet. The roads along the park areas are forty feet in width, with a five-foot sidewalk and fifteen-foot planting space on one side only, and a motor drive of twenty feet. The fifty-foot minor roads have a roadway of twenty-four feet, with eight-foot planting spaces and five-foot

sidewalks on each side. The sixty-foot roads that front the residences except on main roads and boulevards have a drive of twenty-four feet, thirteen-foot planting spaces and five-foot sidewalks. The larger arteries are the eighty-foot main roads and the one-hundred-and-ten-foot boulevards. The eighty-foot type has a drive of thirty-two feet, eighteen-foot planting spaces and six-foot sidewalks. The boulevard is divided for purposes of traffic on lines similar to those of European examples. Down the center a reserved space is devoted to the two tracks of the street-car service; this width includes planting strips on both sides, with rows of trees. The actual vehicular traffic is carried by drives on each side of the reservation for car tracks; on one side there are planting spaces fourteen feet wide and sidewalks five feet wide. These arrangements, conceived after much study, represent very desirable improvements in street design. The paving throughout is bitulithic, or concrete, the curbs and sidewalks being of concrete. The arboreal effects are achieved by shade trees, the willow, oak, tulip, plane and elm predominating.

THE BEAUTY OF THE TREE

The development of Myers Park has been distinguished by the unusual attention given to tree planting. Since it takes time for nature to reach maturity, many new residential areas are glaring in their rawness. The experiment of transplanting

Courtesy of Air View Photo Service

MYERS PARK

Airplane view of Queens College and street layout in vicinity. Polo field in upper left corner

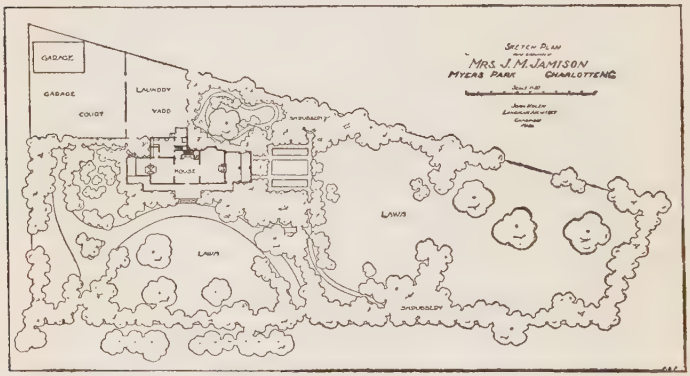
A STREET SCENE IN MYERS PARK

big trees has been carried out in Charlotte with much success. Of one hundred trees, with trunks from six to twenty inches in diameter, planted the first year, only one has died, and that was from an understood neglect. The full exposure to the southern sun demands shady avenues; houses and grounds likewise need shade. Trucks, specially made, have removed large trees and replanted them, bringing early into the suburb a sense of age and stability which could be obtained in no other way. The transformation effected has been remarkable. The streets have been planted with full-grown trees and the grounds of many of the homes have likewise been systematically planted. Native trees of a long-lived variety have been used; they were removed by the method employed with success originally on the Duke estate at Somerville, New Jersey. Though the cost of transplanting is naturally high, owing to the care and subsequent handling involved, it has been found possible to minimize the expense considerably by wholesale operations in which the estate-owners and the home-owners have coöperated. The example is well worth imitation by those having the care of residential areas, as well as by landscape architects in laying out new tracts.

RESIDENCE LOTS

To plan a residential area in a shape that respects the lay of the land obviously necessitates blocks of irregular shapes and sizes, and conse-

quently varied building lots. At Myers Park this has been the case throughout. It has led to individuality in home-making, the variations producing no incongruous results. The lot minimum is one half an acre, with a frontage of no less than one hundred feet and a depth of two hundred feet. The



CHARLOTTE, NORTH CAROLINA

An example of plans prepared for private places in Myers Park

estate restrictions, which apply to every house, demand a set-back of the building line; this is used as lawn and approach, while flower and vegetable gardens are provided for in the rear. The Stephens Company, in developing the property, holds the view that all land in excess of requirements for residences not only is a burden on the owner in its purchase but remains still a burden in the expense and care required for its proper maintenance. This view is undoubtedly right, provided a happy mean

is struck between congestion and waste, as in this instance. The company, having no wish to cramp the home, has encouraged the creation of landscape effects and the cultivation of open space. To this end the services of a landscape architect have been made available to all lot buyers, so that the general landscape design may be harmoniously developed under expert control.

The native plants of North Carolina have long been considered by botanists as unsurpassed in variety and beauty. The flora is largely that of the transition from North to South, with many varieties of the best of each. While the heat of the South precludes generally the fine lawns one sees in the North, there is a very luxurious growth of tree and shrub and vine. The attractiveness of Savannah, Atlanta and other Southern cities shows the possibilities of developing a distinctive Southern style of residential landscape architecture.

SAFEGUARDS AGAINST INCONGRUITY

Myers Park is a restricted residential section operating under a development company with the coöperation of the various land buyers. It was realized that so far as possible the estate must be built up along regular lines and assured of a certain permanency of character. The only way to do this was by safeguards against nuisances and haphazard development, with consequent property depreciation. At the same time the restrictions should

attract desirable clients, with eventually an enhancement of land values rather than a depreciation. The minimum building price of residence was fixed originally at four thousand dollars, while in some blocks it was put at a higher figure. The fluctuating cost of building construction since the war has made this minimum grotesque; as a matter of fact, residences costing ten to twenty times that figure have been erected. Other restrictions are the fixing of building or set-back lines at distances varying from forty to eighty feet, and the fixing of side lines at fifteen or twenty feet. The outbuilding, bane of so many subdivisions, is restricted to seventy-five feet or more from the street line; none can be erected before the residences themselves are built. Fences cannot be built in front of the houses; they are limited in height and material, where erected at sides and rear. All the various utility signs and conveniences are artistically designed in the best interest of the community.

PARKS

It is now a recognized axiom of modern real-estate practice that open areas pay. A conspicuous instance is on record as regards Madison (Wisconsin) Park and Pleasure Drive Association. The average gain in value in Madison was found to be at least one hundred per cent. Similar conditions resulted in the neighborhood adjacent to Keney Park in Hartford, Connecticut.

MYERS PARK

Former home of George Stephens of the Stephens Company

MYERS PARK

Queens Road looking northeast from Queens College corner, at the intersection of Radcliff and Selwyn Avenues

MYERS PARK

A street intersection. Streets have been fitted to the topography, and the large native oaks carefully preserved

At Myers Park it has been found that the assured beauty of the community and the pleasures derived from park lands have been an additional inducement to the home seeker to settle there. When there is a real community effort to achieve beauty it reflects itself in the desire of individuals to make the most of their home surroundings. The high-class residences with well-kept lawns, the tasteful gardens with terraces, pergolas, fountains, sculpture and inviting outdoor allurements, to say nothing of tennis courts, golf courses, and so forth, are to be seen throughout the park. A coördinated scheme of æsthetic effectiveness can be produced only by some such mutual coöperation.

SOME ARCHITECTURAL FEATURES

Myers Park is approached by three thoroughfares from the north, giving convenient access into Charlotte. One entrance has an architecturally designed gateway that serves as a waiting station for the street cars. Built of granite, it houses a central lodge over the car tracks. At various points on the main boulevard are waiting stations for car passengers.

In the heart of the park twenty-five acres of forest land are devoted to Queens College, an institution of advanced education for women, with some two hundred and fifty students. The spaciousness and beauty of the site promise to make the college one of the most attractive in the South.

The strong individuality of the college development, with its well-designed architectural features, has had a decidedly favorable effect on the types of residences, in developing an air of refinement and artistic appreciation.

Charlotte is called " the Queen City of the Carolinas," and Myers Park has a wide reputation as one of its civic assets. There is in the park a general appreciation of the benefits of a well-ordered social life. Only in settled communities where a sense of personal responsibility among the people prevails can a genuine social life manifest itself. The seclusion of the private house may be understood to represent the personal qualities of the individual and the family. But the street and the great out-of-doors assuredly stand for the brotherhood of man and its unity with all nature. Family life is spontaneous and primæval; social life is cultivated and typifies the progress of the race.

At Myers Park considerable attention has been given to a concerted program of community activities. The foundation of a Suburban Club, with a clubhouse and grounds, swimming pool and tennis courts, is intended to furnish the residents with a good social rendezvous. A nine-hole golf course is a valuable recreation feature. The feeling of good fellowship cultivated in this residential tract is a prominent factor in drawing the Charlotte city dwellers out into Myers Park, and an incentive to those farther afield to make it their home.

IX

A WHOLESALE MIGRATION FROM CITIES IN PROSPECT

Mariemont as an Example

It cannot be too strongly emphasized that the preparation of an adequate plan for a community requires far more than consideration of its embellishment with beautiful or imposing buildings. Especially in a community where architectural features of costly and elaborate character are assured in advance — for instance, in the establishment of a new county seat or a state capital — this matter of suitable planning must all the more be made the primary motive. Structures designed in advance, with the intention of planning the community particularly for their effective display, seem instead to prove in some unforeseen way actually ineffective when they and the plan come to realization. Logically, the building must be designed with reference to the plan rather than the plan studied with reference to the buildings it is to make conspicuous. The county seat, say, when rightly developed, should be planned according to the features of local topography, and with reference to existing or contemplated approaches and connections with other communities by highway, railway, or water. The

matter of climate should be taken into account — the prevailing winds, the seasonal temperatures, the direction of sunshine through the day, humidity or aridity. The planner should endeavor to shape his design according to the particular needs of a particular sort of community — its public building sites, its civic center, its open spaces to be developed as parks and playgrounds — all depending upon individual conditions. All these things being properly provided for, it may turn out that the styles of buildings that had been proposed for the place would be quite unsuited for it. Just as the architectural appearance of a building must be evolved from its plan, thoughtfully adapted to its purpose, rather than the plan shaped in accord with a handsome external design, so the style and shape of buildings to be erected in a town must depend upon the character of the town plan, out of which they should appear naturally to grow.

A REVOLUTIONARY MOVEMENT OUT OF THE CITIES

Some important factors that appear destined to enter into the development of new communities under population tendencies now under way were recently indicated by Mr. Roger W. Babson, the economist and statistician. Mr. Babson, it may be noted, is himself leading in a remarkable development for the beautiful Boston suburb of Wellesley Hills, where his important Statistical Institute (operated on a factory scale but with essential

Church — Louis E. Jallade, Architect

MARIEMONT COMMUNITY CHURCH AND THE MARIEMONT SCHOOL

Hubert E. Reeves, Architect

RESTHAVEN DEMONSTRATION FARM
NEAR MARIEMONT

Model dairy, cow stables, barn, and farmer's cottage

Edmund B. Gilchrist, Architect

MAPLE STREET CLOSE, MARIEMONT

Group housing, with varying set-backs, irregular roof lines and building over the entrance

regard to the welfare of its high-grade employees) has become a factor in shaping the civic character of the community. His predictions therefore give fresh emphasis to what is said in the introductory chapter of this book regarding the prospective tendencies of population away from the great cities.

Mr. Babson looks for a revolution in real-estate conditions for large cities. While, for a decade or more, people have been crowding to the cities, he now sees a reverse movement to the country about to set in, promising " the greatest shifting in population since the institution of the railroad. Within the next ten or more years the building of suburban homes should rival the growth of the automobile, good roads, the movies, the phonograph or radio!"

It is by very reason of these phenomenal inventions that Mr. Babson predicts a correspondingly phenomenal suburban movement. With more than ten million motor cars now in use in the United States we have an average of one car to every ten persons. Good roads, extending nearly everywhere, are opening up millions of acres hitherto inaccessible. These facilities come opportunely as a relief to the congestion of population in the large cities, now becoming more and more intolerable because of high rents and the tendencies to crowding in the slums. " Wage earners," says Mr. Babson, " during the last period of prosperity spent their money for motor cars; in the next period of prosperity they will buy country homes."

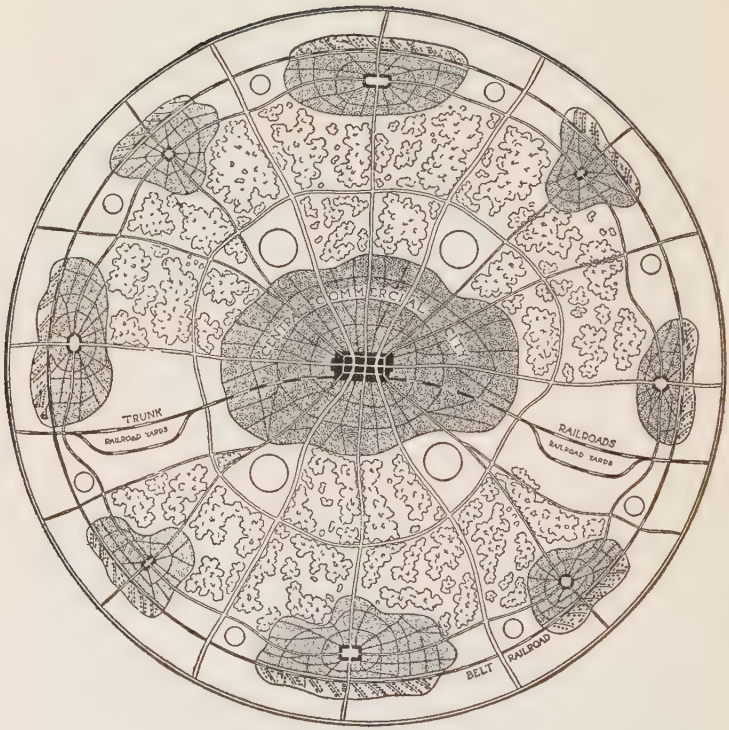
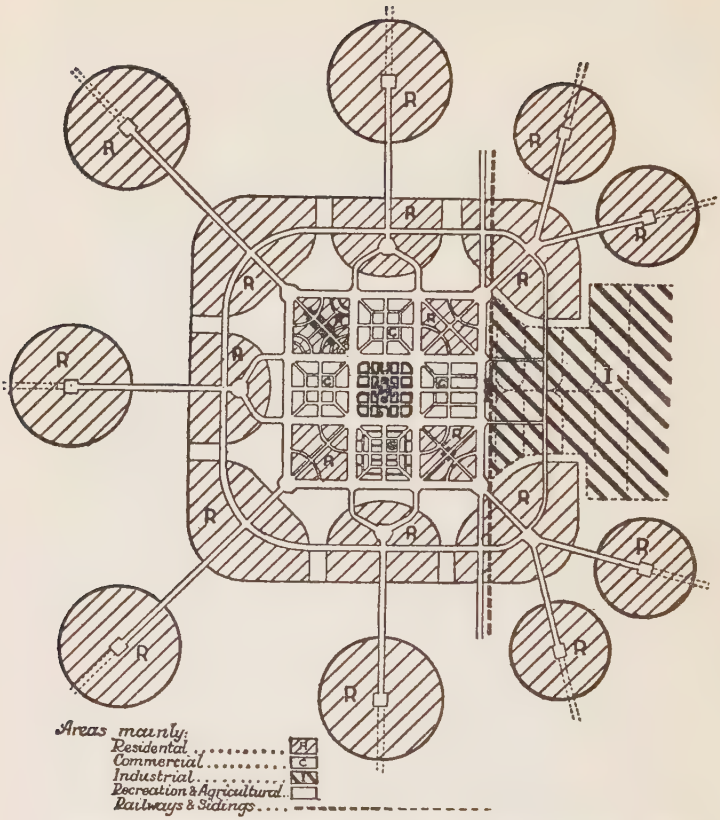


DIAGRAM OF SATELLITE TOWNS

Diagram illustrating a theory of satellite towns; designed by Robert Whitten. Drawn primarily to show the use of open development strips in metropolitan planning, it serves to illustrate several other possible improvements

All this indicates a leveling-up process — the lifting of the masses to higher planes, socially and economically. Country life is rapidly undergoing a transformation from the old-time conditions of dreary isolation. The factors comprised in the great inventions mentioned above make for convenience, comfort, and joy of living, and almost imply the annihilation of distance. "The motion picture," says Mr. Babson, "has put the local town hall on a par with the city theater. The motor truck is giving the rural or suburban dweller nearly the same freight and express facilities as has the city. Motor bus lines are covering routes which never could be served by trolley cars. Automobiles are bringing the schoolhouse and the village to within a few minutes of the country home. Chain stores are carrying to every community the same efficient merchandising as the city dweller enjoys. Last, but not least, radio . . . gives to suburban homes the finest city lectures and music."

This prospective development is providentially coincident with the culmination of the evils that must drive workers from the cities by the thousands. "Congestion of dwelling house space and high rents long have been brewing discontent. For more than five years now these conditions have existed. Rebellion on the part of the rent payer is reaching the point of explosion. Almost any kind of change would be attractive. Once the average city worker realizes that with a few hundred dol-



By permission of J. M. Dent & Sons, Ltd., publishers of Purdom's "Satellite Towns".

A METHOD OF ZONING

Diagram suggesting a method of zoning a new town and dividing it into distinct areas separated by open spaces; designed by Raymond Unwin

lars and a flivver he can get a house of his own with all the land he needs, the chances are two to one he will move."

It is a prospect that spells duty as well as opportunity: the opportunity of the worker to escape the oppressive urban surroundings that have been keeping him under, body and soul; the opportunity of investors to profit by anticipating this certain tendency; and with these the duty of all who have the public welfare at heart, to see that the movement of the workers out to the land is rightly organized and directed, that they are advised wisely, and guarded against the cupidity of those who would debase this tendency, for the sake of sordid speculations, to the workers' harm.

In the rural neighborhoods of many a city instances of such perversion of wholesome aspirations may be seen in beautiful landscapes despoiled, mutilated, scarred, and either abandoned or covered with shacks. Sites for settlement have been hastily adjusted to scrambled misplanning, without regard to intelligent growth. This sort of urban overflow is like that of a rising flood breaking a dike at its weakest point and spreading uncontrolled over the adjacent country, greatly to its damage.

The inevitable movement away from the cities, being foreseen, must accordingly be rightly prepared or organized, directed into the proper channels of escape, and conducted to suitable areas made ready for its reception. Herein lies a splen-

did task for constructive workers of foresight and capacity, as well as a remunerative field for sagacious investors.

A great opportunity lies in the selection and securing of the sites thus to be occupied. A prime consideration is accessibility. Mr. Babson points out that the railroads in most cases followed the valleys and lowlands, which are not the best building locations. " Between these lines are miles of land much more desirable for building but which have been inaccessible to the commuter because men had no means of getting to the train. It is in these areas between the railroad lines and within a radius of fifteen or twenty miles of the cities, which the motor car and good roads have opened up, that the most spectacular development in new building should take place!" Furthermore, we are told that the conditions cited " indicate that the coming readjustment in real estate will be more like a revolution!"

The terms " spectacular " and " revolution " employed by an economist accustomed to weigh his words suggest that the movement will proceed on an unprecedented scale. It follows that corresponding activities for taking care of it will be demanded. Hence preparations of the sort heretofore undertaken — such, for instance, as the establishment of garden cities (as in England) and the development of model suburban communities — extensive as they may have been, are of minor character in com-

Lois L. Howe & Manning, Architects

MARIEMONT

Airplane drawing of Denny Place

MARIEMONT
Dogwood Park

MARIEMONT
Garden in Dale Park

parison with what must be undertaken if the opportunities presented are to be adequately dealt with.

A COMMENSURATELY VAST SCALE ORGANIZATION OF THE MOVEMENT REQUIRED

If the movement away from the cities assumes the formidable aspect of a hegira (and the magnitude of recent modern developments like the automobile and the radio makes this appear quite likely), then it is immensely important that it be organized and directed accordingly. The only comparison that can justly be made, it would seem, is with the colossal character of the emergency housing movement attempted in connection with the World War. Industrial communities were intelligently and admirably planned, and building operations were undertaken with extraordinary promptitude and efficiency, to take care of the sudden and peremptory movement of workers concentrating at numerous industrial and shipping centers all over the country. We have now in prospect a correspondingly great tendency of the workers away from the cities, an emergency that happily has reference to the constructive demands of peace time rather than to the destructive requirements of a devastating war.

With the Armistice these vast housing preparations, nation-wide, came suddenly to an end. We may now picture these operations as resumed. They will be prosecuted with like energy into an

indefinite future and carried to great consummation. They not only will transform suburban countrysides into smiling garden cities and towns, but will react also with rejuvenant beneficence upon the cities themselves, purging them of their slums and changing them into institutional centers for the radiation of metropolitan activities out over the land — replanned for the new day and architecturally worthy of it all.

To construct the future thus in imagination may be only to foresee it in its actuality. The task calls for preparations on a scale comparable with the building up of the most gigantic business and industrial undertakings of the day. And in the promise of remunerative results, so conceived and executed, they should be as vast in achievement and rich in fruition as anything that has come from those gigantic and far-reaching affairs. The moment appears to be near. So let us say with Whitman:

> When the materials are prepared and ready,
> then the architect will appear;
> The architect will appear without fail.

MARIEMONT: AN ANTICIPATORY EXAMPLE

As an anticipatory example of this future, a development near one of our large cities is of exceptional interest. It has been planned with a most painstaking thoroughness. It provides an extensive housing of industrial workers of various economic grades under conditions that fairly deserve the

Edmund B. Gilchrist, Architect

MARIEMONT

Houses in Maple Street Close

Ripley & LeBoutillier, Architects

MARIEMONT

Apartments and shops in the Dale Park neighborhood center

Ripley & LeBoutillier, Architects

Houses on Chestnut Street

Charles F. Cellarius, Architect

Group housing on Beech Street

Courtesy of Mattie Edwards Hewitt · *Kruckmeyer & Strong, Architects*

Maple Street Close

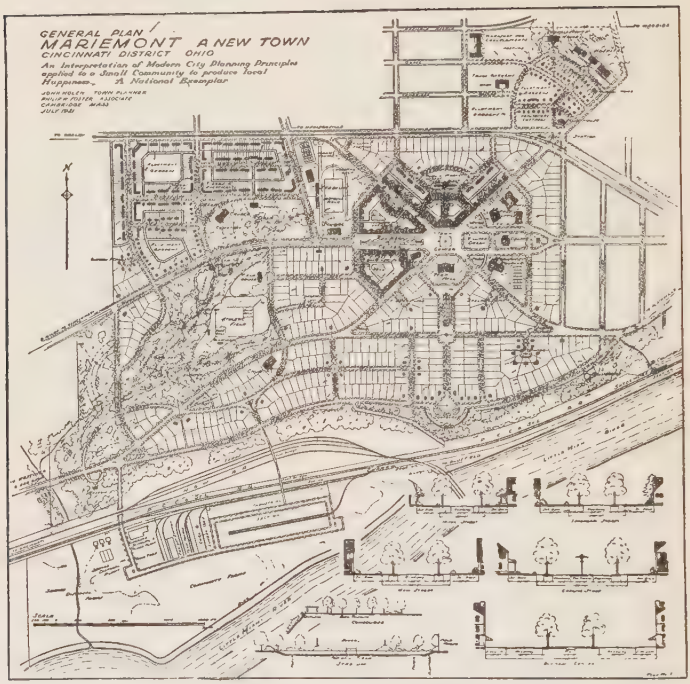
Courtesy of Mattie Edwards Hewitt *Richard Henry Dana, Architect*

Chestnut Street four-house group

term of ideal, so completely are considered the factors that assure comfort and convenience of living, together with a rational enjoyment of life. The conditions to be realized make for healthful existence with opportunities for community well-being, bringing therewith the corresponding welfare of the individual.

Mariemont is the name of the new town which in a near future will come into being as a garden suburb of Ohio's second great industrial city, Cincinnati. In its conception Mariemont follows in general the example set in the creation of Letchworth and other garden cities in England. Although its establishment is due to an enlightened enthusiasm for doing something worth while, cherished by a public-spirited lady of large means, the project is intended to justify itself along business lines followed with all efficiency. The beneficent aspects are incidental to the practical and business-like basis upon which the enterprise has been projected.

Mrs. Mary M. Emery of Cincinnati is the founder of this town; its name, Mariemont, is conferred in honor of the beautiful seaside estate of Mrs. Emery at Newport, Rhode Island. Mrs. Emery's attention was first attracted to the desirability of such a project through her experience with extensive industrial undertakings in which she had proprietary interests. She became convinced that workers need primarily to live in comfortable and attractive homes amid a favorable environment if



MARIEMONT, A NEW TOWN

General plan of a new town in the Cincinnati district covering a tract of about three hundred and sixty-five acres, providing for a village green and public buildings, stores and places of amusement, school sites, playgrounds and parks, and complete and attractive housing accommodations for wage earners of different economic grades

they are to develop a high working efficiency, and that this efficiency is affected by their opportunity to realize their best as human individuals apart from their work.

For many years, Mrs. Emery cherished the desire for the practical application of this truism. As long ago as 1915, working through competent representatives, notably Mr. Charles J. Livingood, she began the gradual purchasing of land in a region near Cincinnati favorably situated for the purpose. This work had to proceed cautiously to avoid the cupidity of speculators, who otherwise could easily have thwarted the project so far as the selected locality was concerned. Now that it is accomplished and the elaborate plans agreed upon, the work of construction will be energetically carried through with all the celerity of modern methods. A few years should see Mariemont well realized — the most enlightened feature of the industrial district of Cincinnati.

The site has an area of about three hundred and sixty-five acres, located on the main line of the Pennsylvania Railroad as it runs into Cincinnati. Mariemont, adjoining Madisonville and Plainville, is only about two miles from the chief manufacturing suburbs, Oakley and Norwood. With such an environment and such a location on the main line of a great railway, no site could be more favorable in the way of convenience. Happily the site had remained open country in an unspoiled rural state.

Its level topography made it easy for economical development.

The close connection with Cincinnati makes the theaters, institutions of art and learning, parks, and great retail stores of the big city at any time accessible. Mariemont itself, however, is to be self-contained; for ordinary shopping, recreation, schools and other features incidental to a well-equipped community there will be no occasion to go out of town. As planned, the population will be five thousand at the outset, with opportunities for a growth as high as ten thousand when called for. In planning for such communities it is felt that the latter figure should be the maximum; this being reached, like communities can be projected as desired.

The plan has been studied with particular reference to convenient circulation. Communication from point to point is to be as direct as practicable. The location of the main streets has been determined with regard to the general highway system of the Cincinnati district. At the attractive civic center radiating streets converge. Here, either in spacious grounds or grouped about the village green and the plaza-like central open space, are to stand the town hall, the theater, the public library, the post-office, the hotel and other buildings of monumental architecture, surrounded by the compact business center — approached by direct ways from all sections of the town. Church sites are provided

Charles F. Cellarius, Architect

MARIEMONT

Dale Park fire station

Fechheimer, Thorst & McCoy, Architects

MARIEMONT

Mariemont School, Dale Park section

MARIEMONT
Typical views in Dogwood Park

for in various quarters where they will be accessible, their architecture displayed to advantage, and the congregations undisturbed by noise and heavy traffic. The schoolhouses are adjacent to ample space for play and sports. A fine athletic field is to be equipped with a stadium. There are inviting parks of various types, public tennis courts, a bathhouse, a gymnasium, a lagoon, and reservations for public enjoyment along the bluffs overlooking the river.

The main property has an area of about two hundred and fifty acres; in the river-bottom lands are seventy acres, and the hospital group contains about twenty-five acres. About one half the acreage is devoted to lots, one quarter is in public areas, and one quarter in streets which vary in width from forty to eighty feet. Fifty acres are in parks alone, and twenty additional acres are in other public open spaces. There are allotment gardens located at convenient points.

The dwelling layout for this community of wage earners allows for a population density not exceeding six or seven families for the acre. Even the humblest class of workers is assured comfortable and attractive living conditions. There are group-houses, apartments, and semi-detached and detached houses, according to individual requirements.

The detached houses stand in lots ranging from fifty by one hundred and twenty feet to eighty by

one hundred and twenty feet. For the group-houses the normal lot size is twenty by one hundred feet. The greatest of care has been exercised to secure fine architectural design combined with harmonious variety. The community picture will thus be assured protection against the defacements that come from indulgence in individual whims and the willfulness of bad taste. The houses are mostly of brick or other permanent material, avoiding the tendency to shabbiness inherent in surfaces of wood, which demand constant repainting, and also making use of local stone and materials. Electricity and steam heat will be furnished from a central plant.

A feature of the project is a sort of annex to the main plan, with about twenty-five acres specially provided by Mrs. Emery for the accommodation of pensioners, but with facilities for caring for patients own extensive industrial and other personal interests. Here they will be assured restful retirement in pleasant cottage homes of their own. In this section there is to be a hospital, for the benefit of the pensioners, but with facilities for caring for patients belonging also in Mariemont proper. There will also be a convalescent home and a workshop.

A real-estate undertaking, the Mariemont Company, has been organized to carry out the project. The individual ownership of homes is contemplated; the workers will be given favorable terms for purchase.

MARIEMONT
CINCINNATI DISTRICT, OHIO

STATISTICAL STATEMENT

DATA HEREWITH IS BASED ON A TOTAL OF 253.58 ACRES

LOTS	ACREAGES		PERCENTAGES		LOTS
HOUSES	111.52		43.97		Number of House Lots
STORES & APARTMENTS	10.04		3.97		759
Total		121.56		47.94	Houses per net acre
SEMI-PUBLIC PROPERTIES					6.81
GARAGE	.89		.35		Average Lot Area
FILLING STATION	.07		.03		.15 acres
HOTEL	.87		.34		
BANK	.37		.15		Normal Lot Sizes
CHURCH	.55		.22		Detached
CHURCH & CEMETERY	1.00		.39		50 ft. × 120 ft.
CHURCH	.76		.30		80 ft. × 120 ft.
Total		4.51		1.78	Semi-Detached
PUBLIC PROPERTIES					30 ft. × 100 ft.
POST OFFICE	.83		.33		Group
TOWN HALL	1.88		.74		20 ft. × 100 ft.
FIRE STATION	.32		.13		
PUBLIC MARKET	1.19		.47		
LIBRARY	.97		.36		Northwest Section
COMMUNITY BUILDINGS	2.57		1.01		Density per net acre
SCHOOL & STADIUM	8.59		3.37		11.09
SCHOOL	1.00		.39		
PARKS & PLAYGROUNDS	51.76		20.45		
Total		69.11		27.25	
STREETS					LENGTH OF STREETS
FORTY FOOT	10.00		3.95		40' WIDE 22 MILES
FIFTY FOOT	22.84		9.02		50' " 3.7 "
SIXTY FOOT	12.39		4.87		60' " 1.7 "
EIGHTY FOOT CARLINE	8.01		3.15		80' " .7 "
150 FOOT SPECIAL	5.16		2.04		150' " .3 "
Total		58.40		23.03	Total 8.6 MILES
TOTAL	253.58	253.58	100.00	100.00	

John Nolen City Planner
Philip W. Foster Associate
Cambridge Mass.

MARIEMONT, CINCINNATI DISTRICT, OHIO

Statistical statement, showing acreages and percentages devoted to lots, semi-public properties, public properties, and streets

As a method for achieving the "home of his own" ideal, the tenant-proprietor idea, as exemplified in the plan of certain model-town undertakings in England — as in the case of the Ealing Tenants, Limited, at Ealing, near London — has not yet obtained a foothold in America. "Every man his own landlord" is the basic principle. The idea originated in Germany in the shape of a scheme for common ownership by the occupants of large apartment houses; in England it was adapted to the community ownership of a whole village. In New York City a similar plan obtains in the common ownership of fine apartment houses by individual occupants of ample means.

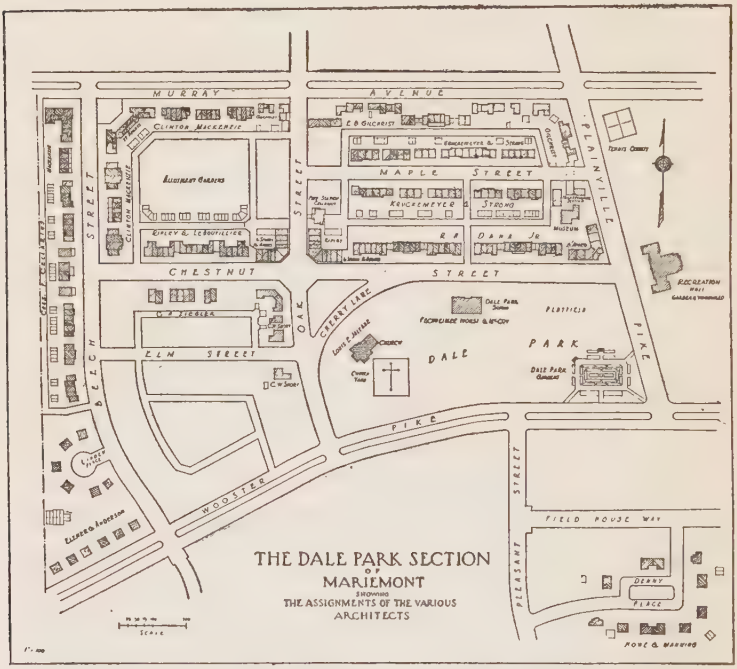
In brief, the English plan is for the formation of a coöperative company with shares; this company builds the houses of the village; the occupants in paying their rent to the company pay up gradually on their shares; this being accomplished, the individual owns in shares the equivalent of the house he occupies, although the title to the property remains with the company. Undesirable occupancy is thus prevented. If for any reason a person wants to withdraw (as in having to move away because of health or business), the company buys back his shares and finds a new purchaser and occupant for the premises. This procedure avoids the hardships that arise when a house owner, obliged to move elsewhere, may have to part with his home at a sacrifice.

This tenant-proprietor idea has been proposed in connection with various model-homes projects in America, but has not yet found favor; the individual, when not a tenant pure and simple, usually wants to own his home outright. He has not learned to appreciate that the tenant-proprietor plan accomplishes with greater flexibility practically the same end, while it also gives him a proprietary interest in the real estate of the entire community. This, it is claimed, promotes a public-spirited interest in community affairs.

The Mariemont Company intends to give the residents the opportunity to purchase its shares. This generally carried out would accomplish a similar end. In Germany many municipalities build houses for their public employees. Others, like Ulm, build houses which are sold to citizens on favorable terms that assure to the city a return of its outlay. The purchasers have the privilege of selling back to the city, should occasion arise. Possibly an organization like the Mariemont Company might find a way to adopt a similar plan. By reserving the right to repurchase on occasion it might assure the character of occupancy and keep away undesirable people from the community.

The organization of the great housing undertakings that seem destined to be a feature of the future will doubtless take various shapes and be a subject for much instructive experimentation. However this may be done, it is important to see that

whatever is done is well done, and to keep vigilant guard against perversions, whether willful or ignorantly inadequate, of what promises to be one of the most beneficent movements of the age.



DALE PARK SECTION OF MARIEMONT

Showing the plan in detail, with the assignments to the various architects

It follows as of equal importance that the greatest of pains should be taken to assure the maintenance of the standards set in the planning and construction of model communities. In the first place,

the standard must not be set too high for the types of humanity who are to live in them. The individuals comprising America's heterogeneous, foreign population bring different grades of household needs and outdoor tastes, according to the habits of the countries from which they come, as well as according to individual training and inclinations. Some are cleanly and others are not. Some take naturally to gardening and others do not.

It is not enough to provide American standards of housing without some due consideration of the population which is to inhabit it, or else misunderstanding and disappointment will occur all round. For example, even the Italian peasant worker in the field lives gregariously in tenement houses in the village. To keep our new, well-planned neighborhoods fresh and neat, some forethought, care, and even help must be expended in order to adapt the foreigner's different viewpoint to our standards of living. Neglect, misuse and ruin are contingencies to be guarded against if possible. It would seem that this aspect of the case has hitherto been little considered, doubtless for the reason that the prospective population have been regarded according to the terms with which we are most familiar, those of the intelligent middle class, both of America and of northern Europe. For those others, who are given as far as possible the opportunity for the expression of the best of their national life, and who still violate fundamentals of health

and beauty, some sort of paternal community regulations will be necessary. The inhabitants of a model town, if not fitted for the sort of living that is meet for their environment, both domestic and communal, should be even more by sympathetic precept and example lifted to that level.

X

NEW COMMUNITIES PLANNED TO MEET NEW CONDITIONS

The Requirements for the New Town

There are two main divisions of city planning directly connected with the better distribution of population: one is the replanning and rebuilding of existing towns and cities; the other is the laying out and construction of new communities, either what are known as "satellites"[1] of existing cities, or complete and separate new towns in new locations, what are termed in England "garden cities."[2] The town-planning problem is not whether our efforts shall be given either to the replanning of existing cities, or to the laying out of new communities of the two classes mentioned above. If

[1] "By a satellite town is therefore meant a town in the full sense of the word, a distinct civic unit with its own corporate life, possessing the economic, social and cultural characteristics of a town in these present times, and, while still maintaining its own identity, in some sort of relation of dependence upon a great city. The term does not mean a village, because a village is essentially not a town; neither does it mean a suburb or any form of community which is absorbed, or in process of absorption, into another community. The word 'satellite' is used in a pseudo-astronomical sense: that is to say, of a body that is under the influence of a more powerful body but physically distinct." —*The Building of Satellite Towns*, by C. B. Purdom.

[2] "A Garden City is a town planned for industry and healthy living; of a size that makes possible a full measure of social life, but not larger; surrounded by a permanent belt of rural land; the whole of the land being in public ownership or held in trust for the community."—*Town Theory and Practice*, by C. B. Purdom.

there is to be a better distribution of population, both of these solutions must be employed to the full and both must go on concurrently.

Illustrations could readily be given of dead cities, of cities that have ceased to be, but the civilizations that these cities represent have gone with them. Illustrations might also be cited of towns and cities that, through changes in industrial, economic or other conditions, have become less important, less populated. This is the case, for example, with mining towns, and with other towns built as a means of utilizing natural resources, which in time are exhausted. But cities, generally speaking, are permanent, and will remain permanent through the ages. Cities are not only permanent in the fact that they continue to exist, but are largely unchangeable in all of their main features. A review of the form of cities in this country or in other countries will bring to mind the comparatively small changes that have taken place in them. Furthermore, a review of American cities for the last twenty-five years, the period of most active modern city-planning work, will show that, notwithstanding substantial improvements and fine achievement in many directions, the form of these cities remains much the same. A study of Chicago and St. Louis, of Detroit and Flint, of San Francisco and Los Angeles, or of other cities that have a proud record of vigorous progress in modern city planning, would illustrate the point that under the most favorable

KINGSPORT, TENNESSEE

General view, showing progress in construction work, with reservations of land for the future expansion of the business center

C. E. Howard, Architect

Marshall R. Lawson, Architect

Typical residences in the new town. Mr. Howard's was the most worthy of note in the Art Jury award of 1925

Pierpont & Walter S. Davis, Architects

A typical residence

Pierpont & Walter S. Davis, Architects
Winchton L. Risley, Architect for additions

La Venta Inn

PALOS VERDES, CALIFORNIA

circumstances, and the most energetic efforts, the replanning and rebuilding of existing cities must be done in most instances from a very conservative and limited point of view.

Is there anything comparable to the unchanging character of cities from the city-planning point of view? Consider how little alteration is made in the plan of a city even when a great conflagration, earthquake, or flood occurs, sweeping all buildings and improvements from the land. London, Boston, San Francisco, Baltimore, Galveston and Dayton are examples of this point. Almost everything else that mankind has produced, except art and things of great beauty, is periodically destroyed and modified to meet the new conditions and new requirements of civilization. Indeed, very little remains even of cities except their general plans, by which is meant the location of streets and the distribution of the main organic parts of the city—the location, for example, of the principal features, both public and private. But these general plans, these principal features, remain much as they were originally.

If it can be demonstrated that old cities are not well adapted to the new conditions, and if they are so unsuitable for their present purposes, and if they cannot be changed very much, why cannot such cities be scrapped? The answer is: first, they have certain great advantages of location with reference to harbors or railroads or topography or raw materials or agricultural products, and so forth; sec-

ondly, the vested interest of individuals and corporations or of the whole body of citizens represents too great an investment of capital in land and improvements. Probably most of the finest sites for concentrated urban population are now occupied, representing an investment of wealth, both tangible and intangible, that involves a tremendous responsibility for efficient use and conservation. Whatever can be done to ameliorate in any degree the incompatibilities produced by the combination of age and progress in great cities is worth consideration and trial. A lack of public spirit or foresight in the past is no excuse for present inertia. There is always, even for the most complete and compact of localities, as the Old World well realizes, an evolving future to be faced and provided for.

New communities, large and small, are constantly coming into existence, either casually or deliberately. There are substantial reasons why the increase in population, which in the United States amounts to over a million a year, cannot and should not be taken care of entirely in or immediately around existing cities, or in many instances even in the neighborhood of existing cities. So far as new communities are concerned, the main point of the town-planning movement is to make action more deliberate, to plan and build towns and cities by intention, with knowledge and skill and understanding. The problem is different from the replanning of existing cities in that it need not be approached

HAMPSTEAD GARDEN SUBURB, ENGLAND

WELWYN, SECOND GARDEN CITY, ENGLAND

MOUNTAIN LAKE PARK, NEAR LAKE WALES, FLORIDA

MYAKKA RIVER VIEW, VENICE, FLORIDA

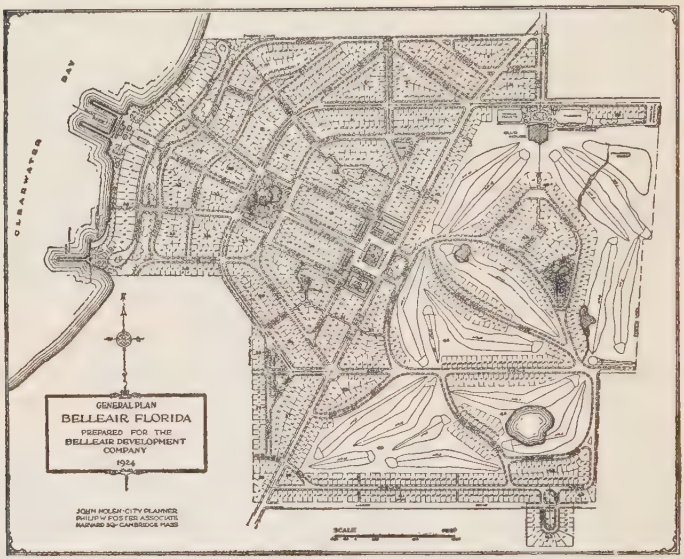
so conservatively. These new towns should express new standards and new ideals, and be an attempt to meet in new ways the modern conditions of life and the peculiar opportunities that these conditions and resources offer.

There are two reasons of major importance for building new communities. The first is to take care of territories that are from time to time opened up for settlement; and the second is to meet modern requirements and standards by new planning.

There are a number of causes for the opening up of new territory, obviously, such as the extension of railroads and the main highways, and the construction of new harbors and canals. The transcontinental development and the settlement of the Middle West, the Northwest, California and the Southwest can be traced to this cause. Many of the recent settlements in Florida, also, are the result of railroad extensions, especially the Florida Western and Northern (Seaboard Air Line), but lately constructed across the state; or of highway extension, such as the Dixie Highway and the Tamiami Trail.

The occupation of new lands, as a result of the discovery of gold or oil or other minerals, or of new agricultural or industrial products, has been widely operative in the past. There are still further developments to come from the establishment of new industries due to new inventions, of which the automobile, the airplane and the radio are present examples. The construction of a series of indus-

trial or manufacturing plants distributed more or less over the whole country, such, for example, as the United States Steel Corporation, the General Electric Company, and Sears, Roebuck & Com-



John Nolen, Town Planner *Ritchie, Parsons and Taylor, Architects*

BELLEAIR, FLORIDA

General plan of Belleair, Florida, near Clearwater

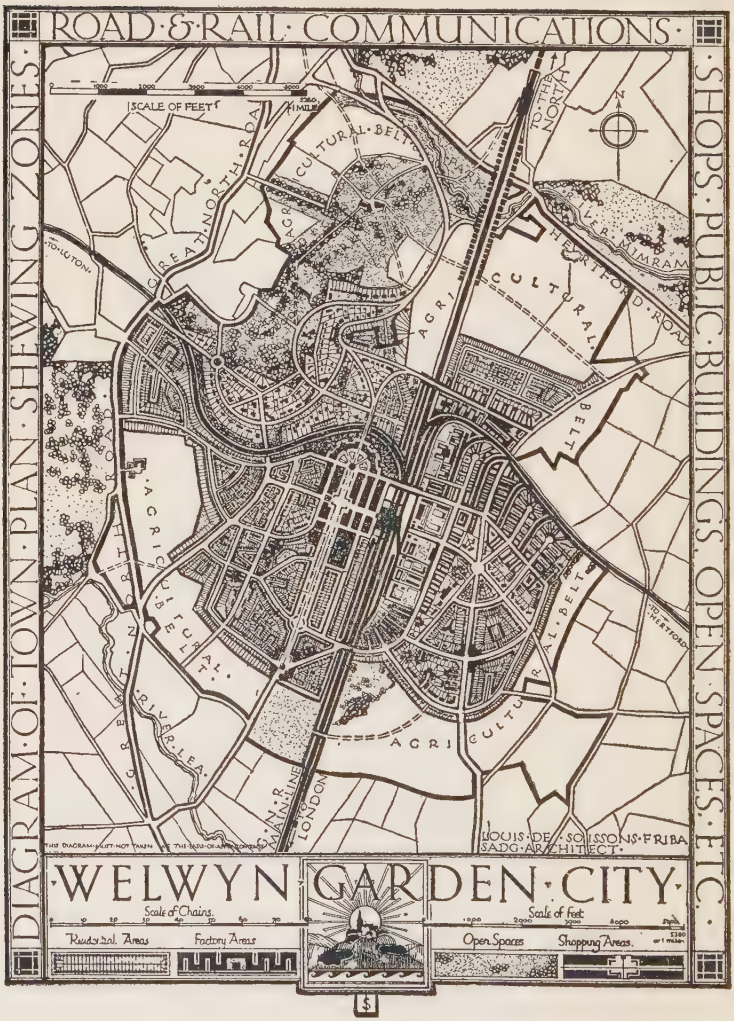
pany, various automobile companies and railroad repair shops, fosters the growth of fresh communities. The drainage and irrigation of unused land by the reclamation service of the government, or similar work carried through by private enterprise, opens up still further tracts for habitation. The building of islands, as in Florida, is the actual cre-

ation of new land for occupation, giving opportunity for new planning and construction on original lines. The increasing use of resort communities for winter or summer occupation, and the possibilities of their development and enjoyment because of the accumulation of surplus wealth seeking investment, in addition to tourists looking for health and recreation, inspired Mr. Babson, the economist, to speak aptly of " going-away winters " as a new industry. There are various other miscellaneous reasons leading to the formation of new communities, such as the establishment of new colleges or other educational institutions, and so forth.

May we not add another cause for new towns? There is a limit to the size of cities. What this limit is may be open to discussion, it is true, but human capacity to organize and govern, or at any rate the law of diminishing advantages in cities in proportion to cost (like the law of diminishing returns in agriculture), will sooner or later fix a limitation to the size of existing cities and compel new populations to establish settlements elsewhere.

It is not only because new territories are opened up that new cities should be planned and constructed; changes have come in the requirements of urban living. There is good reason in modern municipal needs and standards for the laying out and construction of " satellite " towns, or more independent and complete new towns and villages, to take care of the overflowing population, rather

GENERAL Town-Plan of Welwyn Garden City shewing Road and Rail Communications, Shops, Public Buildings, etc.



Reproduced from "The Building of Satellite Towns," by C. B. Purdom, published by J. M. Dent & Son, Ltd. (1925).

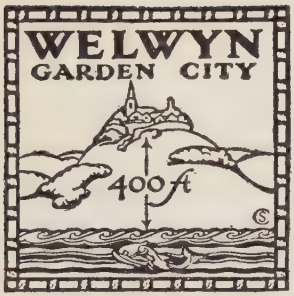
than to overtax the rigid outlines of our present cities by still further strain.

The operative forces that demand new planning are found both objectively in the material aspects and organization of the city, and subjectively in the life of its inhabitants. The very equipment of a modern city actually requires a city planned differently from one fifty years ago, or at least such changes give advantages and economies whenever new planning is employed. The modern city is evolving an expert policy in filling its needs when it considers the placement of the steam railroad and its other means of conveyance, whether trolley car or motor vehicle. The elevator and steel construction for buildings have produced new aspects and possibilities presenting new problems. There has been progressive invention in municipal utilities and in city engineering, such as in pavements, sidewalks and street lighting.

Municipal sanitation and sanitary standards have gone forward amazingly, with better methods of city water supply and disposal of wastes. The effect is shown in the lowering of the death rate from about 20 per 1,000 in 1880 to 12.3 per 1,000 in 1923. Economic changes and the consequent raising of the standard of living are expressing themselves in urban conditions as the result of the increased per capita wealth, which in 1850 was only three hundred dollars and is today over three thousand dollars.

The material changes are reflected and further influenced by changes in the life of the people inhabiting the modern community. New habits and tastes animate the city dweller. Home life is different from what it was a century ago. The apartment house has come into existence, with greater and greater dependence upon cafés and restaurants. The servant problem has arisen. A need of nature has developed. Country clubs have become a necessity. It is only in the last seventy-five years that public parks and playgrounds have come to be an integral part of a city's layout, producing wild reservations, bathing beaches and provision for winter sports. All sorts of expansions of community efforts for education and recreation are taking place, from the greatly increased spaces for schools to experiments with community clubs both public and private. So quickly has the usual citizen accepted the automobile, the moving picture and the radio, that he hardly realizes that his full use and enjoyment of these pleasures are dependent upon public coöperation and planning.

Especially important are these changes in leisure and its use, and the new ideas with regard to outdoor games and sports and physical education generally. The working-day fifty years ago was two or three hours longer than it is now, the Saturday half-holiday was unknown, and Sunday was regarded as primarily a day for religion and rest. No existing city, large or small, practically finds it pos-



In the Hertfordshire Highlands

Twenty-one miles from Kings Cross

The New Town for Residence & Industry.

IT is not good to waste two hours daily in trains buses and trams to and from the workshop, leaving no time nor energy for leisure or recreation.

AT Welwyn Garden City a mans house will be near his work in a pure and healthy atmosphere

He will have time & energy after his work is done for leisure & recreation

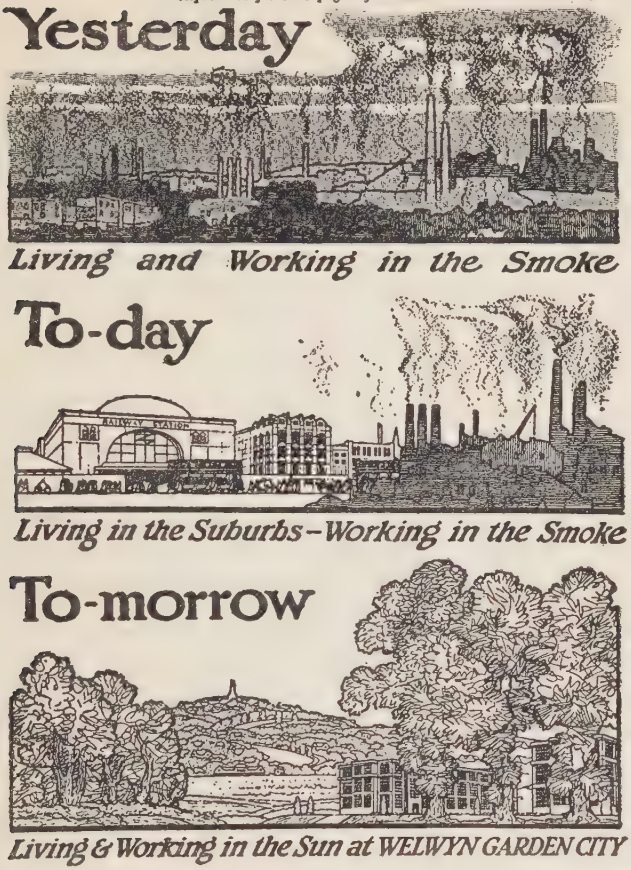
REPRODUCED FROM THE PAGES OF "PUNCH" SUMMER NUMBER, 1920.

By permission of J. M. Dent & Sons, Ltd., publishers of Purdom's "Satellite Towns"

sible to provide today adequate open areas for its well-recognized requirements. The problem of properly employing the new leisure depends directly upon new planning to provide adequate and suitably organized areas for the new ideals of recreation.

Except in remote sections the old simplicity and charm of American villages and towns has largely disappeared, and a new form of urban beauty has not yet taken its place. The Victorian period of architecture and the planning standards of our own Civil War time are still too much with us, but there are many hopeful and unmistakable evidences of a transition stage. No longer are we satisfied with crass and crude uglinesses. We may tolerate them but we take no pride therein. Different standards of beauty inspire our times from those of the preceding generation. We are pioneering in an up-to-date civic art. We are gradually breaking away from the old, gradually taking on the new. This stage is naturally an awkward one and not generally characterized by beauty. The amenities of city life have been sadly sacrificed. New town planning, new forms of architecture and landscape architecture, new engineering should unite more and more, as there is now an opportunity to do, in a harmonious expression of new city ideals. It has recently been written of one of the most practical, progressive and successful builders of a new city on the East Coast in Florida: " One thing he has already

Reproduced from the pages of "Punch" Christmas Number, 1926.


Yesterday
Living and Working in the Smoke
To-day
RAILWAY STATION
Living in the Suburbs—Working in the Smoke
To-morrow
Living & Working in the Sun at WELWYN GARDEN CITY

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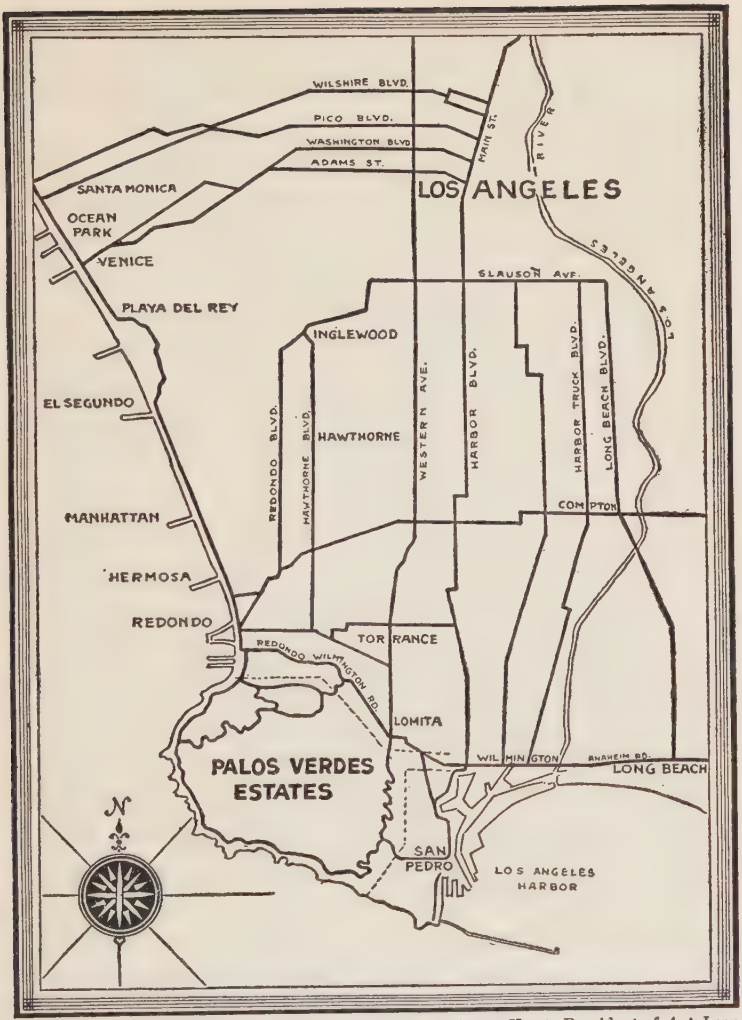
done and it is the biggest part of that accomplishment which I undertook to write about; he has proven that the practical can be romanticized and that 'beauty draws more than oxen.' He has showed in the hearts of his fellow men a deeper respect and a truer reverence for loveliness than they ever had before."

New towns cannot for one reason or another be planned, perhaps, to meet all of these enlarged requirements, but under normal circumstances very much more successful provision can be made in planning new towns than in the replanning of existing cities. The difference, after all, is much like the success with which old buildings constructed fifty or more years ago, as compared with new construction, could be revamped now to meet the needs of a modern office building or a metropolitan city hotel. Furthermore, the new communities can and should be planned not only to take care of present requirements, but also to anticipate those of the future which we can now, in some measure at least, forecast, permitting frequently an easier conversion of city territory to different uses and changed conditions.

WHAT SHOULD THE NEW TOWN OR CITY BE LIKE?

1. The new town or city should have the right location, the right site geographically. This is a matter of primary importance, and is related closely to national, state and regional planning. It should



Frederick Law Olmsted, Director of Design *Myron Hunt, President of Art Jury*
Charles H. Cheney, City Planner

PALOS VERDES, CALIFORNIA

A complete and perfected plan of community development

not be left to chance or speculation or mere private aggrandizement. It should somehow be brought under public control.

2. The local plan for a town should be based upon topographical conditions, and be worked out in right relation to railroads, main highways, water frontages or other controlling natural features. This point is also one of primary importance.

3. The character of the new town should be rightly conceived with reference to its purpose and the use of the land. The plan should recognize and express the different requirements of cities, whether primarily industrial or residential or recreational, and so on, and should reflect topographical and climatic conditions. The town that is to be a resort should be so planned for its greatest success.

4. The probable size of a town must have some consideration; otherwise the fundamental planning, the parts not easily changed, cannot be satisfactorily determined. Even though there is no intention of controlling rigidly the ultimate size of the town, some approximate idea of its size should be kept in mind when the original plan is made. The uncontrolled growth of cities is the problem that gives gravest concern today. Thomas Jefferson long ago said that " great cities are great sores." One of the most striking illustrations that could be given is a quotation from Ferrero in his volume entitled " Ancient Rome and Modern America," in which he says: " The disease which killed the

Roman empire was in fact excessive urbanization. Neither the attacks of barbarism from outside, nor those of Christianity from within, would have prevailed against its might and its massive weight, if the strength of the Colossus had not been already undermined by this internal cancer." Whatever the estimate of the size of a town or city may be, whether it be twenty-five thousand or two hundred and fifty thousand or more, in the planning of new communities there should be some notion of size, but there should also be an elastic element to provide, so far as possible, for error in forecasting, in either overestimating or underestimating the size of the town.

It would seem worth while in the discussion of this subject to consider some of the essential physical features of a town or city. Even a brief summary of the essential features from the planning point of view will bring to mind the considerations that should control and influence new planning and the degree to which such considerations could have weight in new planning as compared with the revision of old planning.

Take, for example, the railroads, and consider the situation in existing cities, and how little can be done to bring about railroad changes, and even then the great cost and difficulty involved. The problems of the railroads would include the location of rights of way, separation of grades, the reduction in number of crossings by local streets, the location of

passenger and freight stations, adequate platforms for the use of passengers, the unification of rights of way, the relation of railroads to industrial property, the coördination of rail and water transportation, and so forth, and so forth. It is difficult to revise such matters as these in an established city, but in new planning a proper and convenient layout could readily be secured.

This contrast of the railroad is equally true of waterfronts, whether for industry or recreation. The logical division of the waterfront for the use of industry and recreation has been a source of controversy and conflict in many existing American cities. San Diego in California is an apt illustration. In new planning, a satisfactory line and policy could be established with comparative ease. The same situation exists with regard to other waterfront problems.

The most striking comparison, perhaps, of new towns and existing cities could be made with regard to streets and main thoroughfares. In new cities the selection of locations for major streets, and the fixing of their width, alignment and grade, involves no great difficulty beyond the technical skill of the engineer and designer necessary to an understanding of the requirements. In an existing city, on the other hand, the changes in the major streets necessary to take care of modern requirements are a more and more baffling problem, and one that has not yet been fully solved in any American city of

importance. The seriousness of the traffic problem is shown in the mortality figures. According to a statement recently issued by the National Automobile Association, based on tabulations made by the National Automobile Chamber of Commerce, 19,828 persons were killed in automobile accidents in 1925.[1] This figure shows an increase of ten per cent over that for 1924.

The contrast of new and old in cities could be applied readily to other subjects, as, for example, public buildings and their grouping, schools and the selection of open spaces. The latter is one of the most far-reaching factors in rendering modern city life wholesome and happy. It involves the setting aside of natural features for parks and recreation, the distribution throughout the city area of play space, and the establishment of neighborhood and recreation centers for children and adults.

A well-known legal authority, one versed in city planning, has said that what finally remains and is most permanent in a city is " the determination of the legal quality of the various land areas for various purposes." It is quite obvious that by the proper application of skill to the planning of new areas, combined with easily determined restrictions and early zoning, it is possible to fix this legal quality of land in a much more satisfactory manner than is possible with an existing city where condi-

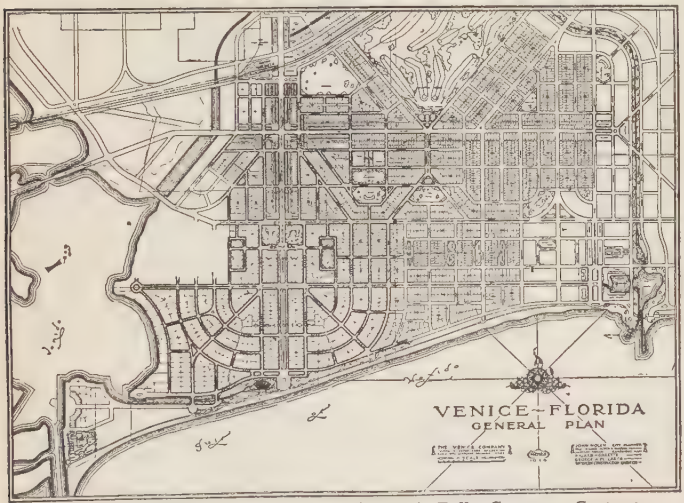
[1] One automobile out of every 923 killed a person during the year 1925.

tions are already firmly established and more or less unchangeable.

Housing, a matter of supreme importance, has not been given as much attention by city planners in the United States as in other countries, and there are some good reasons for this difference. Furthermore, the housing standards in many American communities, both large and small, are not as high as they should be. Here again there is the contrast between the potentialities of the two situations. In the planning of new communities it is feasible from many points of view to apply successfully housing standards that are much higher than in existing cities, especially the large cities. In such matters as the size of lots and the provision of light, air, sunshine and an agreeable environment, the contrast is obvious, as also in the securing of neighborhood recreation and other essential facilities for family and social life, more particularly the requirements of children.

Must the control of the location of towns and cities be left to accident or to the sporadic promotion of the owners of property, as, for example, is now the case in Florida, as it has been in other states in periods of great activity, or could such development be regulated and controlled in any way by the governing public authorities? Would national planning and regional planning give opportunities to regulate reasonably the location of future towns and cities? No definite answer can

be given at the present time to these questions, but, at any rate, some of the practical ways in which the development of new towns could be initiated and to some extent more wisely directed can be indi-



John Nolen, City Planner
Walker and Gillette, Architects

George A. Fuller Company, Contractors
Black, McKenney and Stewart, Engineers

VENICE, FLORIDA

Town-site plan, part of a larger regional plan, prepared for the Venice Company and the B. L. E. Realty Corporation

cated. The Federal government has had a great opportunity in the past, especially in connection with the reclamation service, and still has considerable opportunity, to influence favorably the location and development of new communities. The Farm Communities Association, recently organized, working in connection with the Federal government, or with some of the state governments,

could develop well-ordered and well-located villages and towns in the country — " farm cities," as they are sometimes called, making new centers of agricultural life. There should be plans for states as well as for cities. Florida should have a plan. The State of New York has undertaken to plan for its future through the services of the Housing and Regional Planning Commission, one of its chief purposes being to secure a more efficient distribution of population. The chairman of this commission recently stated in a published report: " We have come to the conclusion that the continued concentration of population in our big cities is not inevitable. There are opportunities for better forms of growth in this state. We can choose to guide the growth of the state along natural channels, but in a more efficient way. The fact that new uses of nature are opening new opportunities, makes it essential that we take advantage of these to redirect the current of growth before the mold is again set."

The railroads have been instrumental in past years and will probably be more so in the future in establishing and developing new towns of all classes —commercial, industrial, residential and resort.

Industrial corporations of national dimensions, such as the United States Steel Corporation, the General Electric Company, and also groups of smaller industries working together, which is even better, have it in their power to inaugurate in many

BEACH ON THE GULF OF MEXICO, VENICE, FLORIDA

AIRPLANE VIEW OF VENICE, FLORIDA

One year's progress in town building. The project is owned and directed by the Brotherhood of Locomotive Engineers

places new towns, well located and planned to meet the new conditions of modern life, especially modern industrial and labor conditions, combined with proper housing.

There is an endless opportunity for limited dividend companies, working along the lines represented by Letchworth and Welwyn, the garden cities of England, or by the Hampstead garden suburb, or by Mariemont, Ohio, and other new towns in this country.

A movement for the planning and building of new towns, like its fellow movement for the replanning of existing cities, is dependent upon public opinion. In the formation of public opinion to stimulate, encourage and support these various forms of action leading towards new town planning, should be mentioned the National Conference on City Planning, the American City Planning Institute, the National Housing Association, the Federated Civic Societies, and the various other national, technical and popular groups concerned with this and related subjects. Mention should also be made of the various " foundations," and the financial help that they could give to a more thorough study of this subject and to actual demonstrations of the advantages of applied better methods.

Considerable influence could also be contributed by the new technical town-planning knowledge that is constantly being developed at the universities and special schools working in this field, such as Har-

vard University and the various other universities and educational institutions in this country, the University of Liverpool in England, and higher art and technical institutions throughout the world.

Attention should be drawn to the International Federation for Housing and Town Planning. This Federation can be especially useful because of the great value of the international exchange of ideas and experience, and the generous, public-spirited pooling of the results of research, invention, study and experiment in planning new communities to meet new conditions in modern life.

The new order of community life such as is here roughly and briefly depicted as being possible in the planning of satellite towns, garden cities or farm cities, under whatever name they may appear, ought to include more of the things that make life worth living: decent homes; children well fed, with fit bodies and active minds; sunlight not obscured by a dense canopy of smoke; reasonable quiet; and, above all, safety from danger and disease. In these new cities we could, if we would, add much to the decoration and adornment of life and its legitimate amusements and recreations. We could help to better physical and æsthetic conditions, giving new towns and cities more color and individuality. We could have a wider enjoyment of music and art. We could secure ample playgrounds, tennis courts, parks, beaches and forest reserves. Indeed, by building anew we could raise the whole plane and

standard of the common life, physical, mental and æsthetic, and at the same time, by good planning, actually lessen the cost of developing and maintaining cities, by reducing local taxes, because of the more practical ways in which provision could be made for the requirements of railroads and highways, of business and other economic factors upon which the wealth and therefore the welfare of cities finally rests.

APPENDICES

APPENDIX A

List of the more important printed reports by various town planners and other publications on the replanning of towns or small cities, land subdivision and suburban development, and the laying out of new towns.

This list is not intended to be complete. An effort has been made, however, to have it representative as to types of work, geographical distribution of places, and town planners. For the purpose of this list, the small city has been defined as being a place, usually, of not more than fifty thousand population. Because of their influence upon new town planning in the United States, a few references to English garden cities have been included.

ALTON, ILLINOIS
The Advancement of Alton. C. M. Robinson. 1914.

ALTUS, OKLAHOMA
Preliminary Report. L. P. Jenson. 1910.

ASHEVILLE, NORTH CAROLINA
Asheville City Plan. John Nolen. 1925.

AUBURN, MAINE
Text of the City Plan for Auburn, Maine. M. H. West. 1919.
Lewiston (Maine) Journal, April 14, 1920.

AURORA, ILLINOIS
A System of Parks for Aurora. M. H. West. 1918.

BAGNIO, PHILIPPINE ISLANDS
Report of D. H. Burnham and Pierce Anderson. 1905. Philippine Commission Report, 1905; and plan, Philippine Carnival Circular, 1911.

BANGOR, MAINE
Bangor City Plan: The Burnt District. W. H. Manning. 1911.

BERKELEY, CALIFORNIA
Report on a City Plan for the Municipalities of Oakland and Berkeley. Werner Hegemann. 1915.

Billerica, Massachusetts
The Billerica Town Plan. W. H. Manning. 1912–1913. *Landscape Architecture,* April, 1913.

Boulder, Colorado
The Improvement of Boulder, Colorado. F. L. Olmsted. 1910.

Bristol, Connecticut
Local Survey and City Planning Proposals for Bristol, Connecticut. John Nolen. 1920.

Brookline, Massachusetts
Annual Reports, Brookline Planning Board. 1914–1916.
Report of Brookline Planning Board on Proposed Zoning By-law. F. L. Olmsted and A. C. Comey, advisers. 1922.

Calgary, Alberta
A Preliminary Scheme for Controlling the Economic Growth of the City. T. H. Mawson and Sons. 1914.

Champaign-Urbana, Illinois
Notes for a Study in City Planning in Champaign-Urbana. 1913 and 1914 Classes in Civic Design, University of Illinois. 1915.
Prepared under direction of Professor C. M. Robinson.

Chattanooga, Tennessee
Plan and Report Outlining the General Features of a Park System. John Nolen. 1911.

Cliffside Park, New Jersey
Zoning Ordinance and Building Code. Herbert Swan. 1921.

Columbia, South Carolina
The Improvement of Columbia, South Carolina. Kelsey and Guild. 1905.

Columbus, Georgia
City Plan, Columbus, Georgia. John Nolen. H. J. Walker and J. R. Hartzog, associates. 1925.

Cranston, Rhode Island
Cranston Zone Plan. Robert Whitten. C. F. Fisher, associate. 1923.

Decatur, Illinois
The Decatur Plan. M. H. West. 1920.

Dover, New Jersey
Town Planning for Dover, New Jersey. A. C. Comey. 1913.

DUBUQUE, IOWA
Report on the Improvement of the City of Dubuque, Iowa. C. M. Robinson. 1907.
DUXBURY, MASSACHUSETTS
The Action of the Town of Duxbury Concerning a Zoning By-law, and the Report of the Committee Appointed to Consider, to Report and to Recommend. C. W. Eliot, 2d, consultant. 1925.
EAST ORANGE, NEW JERSEY
Building Zones. G. B. Ford and E. P. Goodrich, consultants, 1920.
City Plan for East Orange. Technical Advisory Corporation. 1922.
ELGIN, ILLINOIS
Plan of Elgin. E. H. Bennett. 1917.
ELKHART, INDIANA
Planning Projects for Elkhart, Indiana: Report on Planning Proposals Based on Planning Survey, with a Supplement on Zoning. John Nolen. P. W. Foster, associate. 1923.
EVANSTON, ILLINOIS
Zoning Ordinance. Harland Bartholomew. 1921.
FITCHBURG, MASSACHUSETTS
Preliminary Study of the Thoroughfare System of Fitchburg. A. C. Comey. 1915.
Annual Reports, Municipal Development Commission. 1913–.
GARDNER, MASSACHUSETTS
Recommendations for the Development of the Town of Gardner, Massachusetts. The Planning Board. Kilham, Hopkins and Greeley, consultants. 1921.
GLEN RIDGE, NEW JERSEY
Plan for the Borough of Glen Ridge, New Jersey. John Nolen. 1909.
GRAND CANYON, ARIZONA
A Plan for the Development of the Village of Grand Canyon, Arizona. United States Department of Agriculture, Forest Service. F. A. Waugh. 1918.
GREENVILLE, SOUTH CAROLINA
Beautifying and Improving Greenville, South Carolina. Kelsey and Guild. 1907.

HAMILTON, OHIO

The City Plan of Hamilton, Ohio. Harland Bartholomew. 1920.

HAMPSTEAD, ENGLAND

Co-partnership in Housing — Being an Account of the Three Hampstead Tenants' Societies from the Formation of the first in May, 1907. By E. B.
Foreword by Raymond Unwin.

Town Planning and Modern Architecture at the Hampstead Garden Suburb. Raymond Unwin and M. H. Baillie Scott. 1909.

The New Hampstead Garden Suburb: Its Recent Extension and New Development. F. C. Brown.
Architectural Review, November, 1912, pp. 126 ff.

HIGHTSTOWN, NEW JERSEY

R. V. Black. 1922.

Town Plan and Preliminary Draft of a Zoning Ordinance.

ITHACA, NEW YORK

Report to Accompany Study for a System of Reservations for Ithaca. W. H. Manning. 1908.

JOHNSTOWN, PENNSYLVANIA

The Comprehensive Plan of Johnstown, a City Practicable. Henry Hornbostel, George Wild and A. Rigaumont. 1917.

JOLIET, ILLINOIS

City Plan of Joliet. E. H. Bennett and W. E. Parsons. 1921.

KALAMAZOO, MICHIGAN

City Planning for Kalamazoo: Preliminary Report on City Planning and Sewerage Problems. Harland Bartholomew and W. W. Horner. 1921.

KENOSHA, WISCONSIN

The City Plan of Kenosha. Harland Bartholomew and Associates. 1925.

KINGSPORT, TENNESSEE

Kingsport, Tennessee, Set up as a Model City Plan Town. John Nolen.
Architect and Engineer, August, 1920, pp. 120 ff.

The New Industrial City of Kingsport, Tennessee. Rexford Newcomb.
Western Architect, November, 1926, pp. 137 ff.

La Crosse, Wisconsin

The Making of a Park System in La Crosse. John Nolen. 1911.

Lansing, Michigan

The Lansing Plan. Harland Bartholomew. 1921.

Letchworth, England

Letchworth Garden City in Fifty-five Pictures. London, 1911.

The Significance of Letchworth. C. B. Purdom.

The Health of Letchworth During the War. Norman MacFadyen.

The Lessons of Cottage Building at Letchworth. H. D. Pearsall.

Testimony of Letchworth to the Garden City Idea. Report by Citizens.

The above four articles were published in *Garden Cities and Town Planning*, September, 1918.

The Progress of Letchworth.

Coöperative Houses at Letchworth. Mrs. E. B. Pearsall.

A Small Holding in Letchworth. W. G. Furmston.

An American View of Letchworth. C. H. Whitaker.

The above four articles were published in *Garden Cities and Town Planning*, August, 1920.

Letchworth of To-day.

Some Recollections of Letchworth Life. H. E. Hare.

The above two articles were published in *Garden Cities and Town Planning*, June, 1923.

The Building of Satellite Towns. C. B. Purdom. London, 1925.

Part 2: Letchworth, The First Garden City.

Letchworth's Coming-of-Age.

Garden Cities and Town Planning, July, 1926 (whole number devoted to Letchworth).

Little Rock, Arkansas

Report on a Park System for Little Rock, Arkansas. John Nolen. 1913.

Longview, Washington

The City Practical that Vision Built. G. E. Kessler and J. C. Nichols; Hare and Hare. 1923.

Madison, New Jersey

The Improvement of Madison, New Jersey. W. H. Manning. 1909.

MADISON, WISCONSIN
Madison: A Model City. John Nolen. 1911.
MARIEMONT, OHIO
A Descriptive and Pictured Story of Mariemont, a New Town, "A National Exemplar." Cincinnati, 1925.
A Complete Residential Village Near Cincinnati. John Nolen. P. W. Foster, associate.
Architecture, September, 1926.
MONTCLAIR, NEW JERSEY
Montclair: The Preservation of Its Natural Beauty and Its Improvement as a Residence Town. John Nolen. 1909.
NEW BRUNSWICK, NEW JERSEY
The New Brunswick Plan. H. S. Swan and Associates. 1925.
Follows two special reports of 1924 on Civic Center and Raritan River Bridge, also incorporated in this report.
NEW LONDON, CONNECTICUT
General Plan of a Park and Playground System for New London. John Nolen. 1913.
NEWPORT, RHODE ISLAND
Proposed Improvements for Newport. F. L. Olmsted. 1913.
NEW ROCHELLE, NEW YORK
Zoning Ordinance of the City of New Rochelle. 1921.
NEWTON, MASSACHUSETTS
Annual Reports, Newton Planning Board. 1919–1921.
Including a special report upon a system of thoroughfares, parks and playgrounds, by A. A. Shurtleff, and a zoning plan and ordinance by J. R. Fox, with comments of J. W. Bartlett, city solicitor.
NIAGARA FALLS, NEW YORK
Parks and Playgrounds for Niagara Falls. Olmsted Brothers. 1917.
Published in multigraphed form, 1919.
Planning Problems of Industrial Cities: Niagara Falls as an Illustration. John Nolen.
National Conference on City Planning *Proceedings,* 1919, pp. 22 ff.
NORTH ADAMS, MASSACHUSETTS
Report on General Development Plan for North Adams, Massachusetts. John Nolen. 1925.

Norwood, Massachusetts
Report to the Citizens of the Town. A. A. Shurtleff. J. P. Fox, consultant on zoning. 1923.
Palos Verdes, California
The Benefit of Community Planning as Seen in the Development at Palos Verdes, California. C. H. Cheney. *House Beautiful,* August, 1926, pp. 146 ff.
Paris, Texas
General City Plan for Paris. W. H. Dunn. 1915.
Pasadena, California
Some Preliminary Suggestions for a Pasadena Plan. G. A. Damon. 1915.
Progress Report of the City Planning Committee. 1917.
The City Plans of Pasadena. H. W. Wadsworth. *California Southland,* May, 1923, pp. 7 ff.
Pueblo, Colorado
Pueblo Improvement Plan. I. J. McCrary. 1916.
Quincy, Massachusetts
Annual Reports, Quincy Planning Board. 1915–1916.
Raleigh, North Carolina
A City Plan for Raleigh. C. M. Robinson. 1913.
City Planning: Act of Legislature Providing for Planning Commission. 1922.
Revere, Massachusetts
Ordinance in Relation to the Laying Out of New Streets. 1916.
Richmond, California
City Planning Recommendations for Richmond, California. Aronovici and Hayler. *Pacific Municipalities,* May, 1922, pp. 155 ff.
Roanoke, Virginia
Remodeling Roanoke. John Nolen. 1907.
Salem, Massachusetts
First Annual Report, Salem City Plans Commission. H. P. Kelsey, chairman. 1912.
San José, California
The Beautifying of San José. C. M. Robinson. 1909.
Santa Barbara, California
Major Traffic Street Plan, Boulevard and Park System for Santa Barbara, California. C. H. Cheney and Olmsted Brothers. 1925.

SANTA FÉ, NEW MEXICO
First Annual Report, Board of Park Commissioners. 1884–1904.
Including report to Board of Park Commissioners. Olmsted Brothers. 1903.
The Plan for Proposed Improvements in Santa Fé. City Planning Board. 1913.

SARASOTA, FLORIDA
Report on Comprehensive City Plan. John Nolen. 1925.

STILLWATER, MINNESOTA
Plan of Stillwater. Morell and Nichols. 1918.

UNION PARK GARDENS, WILMINGTON, DELAWARE
General Plan for Land Subdivision and Industrial Housing. John Nolen. Ballinger and Perrot, architects and engineers. 1918.
Union Park Gardens: An Industrial Housing Development at Wilmington, Delaware. W. E. Groben. *Architectural Record,* January, 1919.

WAKEFIELD, MASSACHUSETTS
A Proposed Plan for Wakefield. A. C. Comey. 1925.
A Proposed Zoning By-law. 1925.
Zoning By-law Adopted November 16, 1925.
Also printed separately.

WALPOLE, MASSACHUSETTS
Walpole — Plan To-day for To-morrow. John Nolen. 1914.

WATERLOO, IOWA
The Well-Being of Waterloo. C. M. Robinson. 1910.

WATERTOWN, MASSACHUSETTS
Report on Proposed Location for Town Hall, Together with Other Changes Suggested in Watertown Square. John Nolen. 1921.

WAYLAND, MASSACHUSETTS
Brief Report and General Plan for Its Improvement as a Country Town. John Nolen. 1911.
Abstract published in *The American City,* May, 1912, pp. 773 ff.

WELWYN, ENGLAND
London's First Satellite Town. Sir Theodore Chambers. *Garden Cities and Town Planning,* May, 1920, pp. 95 ff.
The Building of Satellite Towns. C. B. Purdom. 1925. Part 3: Welwyn Garden City, the First Satellite Town.

WESTERLY, RHODE ISLAND
Report of the Town Planning Committee. Robert Whitten. C. F. Fisher, associate.
WEST HARTFORD, CONNECTICUT
West Hartford Zoning. Robert Whitten. 1924.
WEST ORANGE, NEW JERSEY
Building Zones. Technical Advisory Corporation. 1921.
WHEELING, WEST VIRGINIA
Abstracts of Reports upon Several Phases of a City Plan for Greater Wheeling. Morris Knowles, Inc. 1920.
WHITE PLAINS, NEW YORK
Building Zone Ordinance. H. S. Swan. 1920.
WICHITA, KANSAS
A Comprehensive City Plan for Wichita, Kansas, 1923. Harland Bartholomew and Associates. 1925.
WILLIAMS BAY, WISCONSIN
A Development Plan for Williams Bay, Wisconsin. J. L. Crane, Jr. 1923.
WINCHESTER, MASSACHUSETTS
Report upon Mystic Valley Improvement. H. J. Kellaway. 1911.
Report of Winchester Planning Board. A. A. Shurtleff. 1924.
Reports of Town Officers, 1924, pp. 177 ff.
WOONSOCKET, RHODE ISLAND
Woonsocket Zone Plan. Robert Whitten. C. F. Fisher, associate. 1923.
WYOMISSING, PENNSYLVANIA
Wyomissing Park, the Modern Garden Suburb of Reading. Wyomissing Development Company. 1919.

APPENDIX B

Brief list of the most useful and available books and articles in English on town and city planning and related topics.

These books and papers have been selected primarily from the point of view of the material contained in this volume. The bibliography includes references bearing upon the replanning of towns and small cities, land subdivision, housing, the laying out of new towns, satellites and garden cities. Preference has been given to books containing records of achievement or methods of achievement.

Adams, Thomas

Rural Planning and Development. Commission of Conservation, Ottawa, 1917.

Modern City Planning.
Supplement to the *National Municipal Review,* June, 1922.

A Forecast of the Regional Community of the Future.
American City, November, 1926, pp. 617 ff.

Adshead, S. D.

Civic Design. An inaugural lecture delivered at the University of Liverpool. Liverpool, 1909.

Town Planning and Town Development. London, 1923.

Aldridge, H. R.

The Case for Town Planning. A practical manual for the use of councillors, officers and others engaged in the preparation of town planning schemes. London, 1915.

American Academy of Political and Social Science

Public Recreation Facilities.
Annals, March, 1910.

Housing and Town Planning.
Annals, January, 1914 (entire number).

American Institute of Architects

City Planning Progress in the United States. New York, 1917.

Architectural Review, April, 1917.
Whole number devoted to low-cost housing in England and the United States.

Aronovici, Carol
Knowing One's Own Community. Suggestions for social surveys of small cities or towns. American Unitarian Association, Boston.
Housing and the Housing Problem. Chicago, 1920.

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